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7 July 2014

S U M M O N S

MEETING: Regulatory Board
DATE: 15 July 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 Ronayne) (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 05 JUNE 2014 AND 10 JUNE 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, 11 July 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, 11 July 2014).

6. OUTLINE PLANNING, LISTED BUILDING AND VARIATION/REMOVAL OF CONDITION APPLICATIONS FOR FORMER HASLAR HOSPITAL

PART II
Contact Officer:
Debbie Gore
Ext: 5455

To consider Outline planning application reference 12/00591/OUT for:

EIA - MIXED USE DEVELOPMENT INCLUDING DEMOLITION AND PART DEMOLITION OF LISTED BUILDINGS AND BUILDINGS WITHIN A CONSERVATION AREA AND CONVERSION OF EXISTING BUILDINGS AND ERECTION OF NEW BUILDINGS TO COMPRISE 286NO. RESIDENTIAL UNITS (CLASS C3); A CONTINUING CARE RETIREMENT COMMUNITY CONTAINING A 60NO. BED CARE HOME, COMMUNAL FACILITIES AND 244NO. SELF-CONTAINED RETIREMENT UNITS (CLASS C2); OFFICES AND BUSINESS UNITS (CLASS B1); A HEALTH CENTRE (CLASS D1); HOTEL (CLASS C1); TEAROOMS AND RESTAURANT/BAR (CLASS

Regulatory Board
15 July 2014

A3/A4); CONVENIENCE STORE (CLASS A1); CHURCH, PUBLIC HALL AND HERITAGE CENTRE (CLASS D1) TOGETHER WITH ALTERATIONS TO EXISTING VEHICLE AND PEDESTRIAN ACCESS ARRANGEMENTS, OPEN SPACE PROVISION AND LANDSCAPING AND PARKING (LISTED BUILDINGS AND LISTED PARK IN CONSERVATION AREA) (as amplified by email dated 4.7.13 and amplified and amended by letters dated 19.12.13, 10.02.14 and 17.3.14, emails dated 3.3.14 and 19.3.14 and plans and information received 12.02.14, 3.3.14, 18.3.14 and 12.5.14)

With all matters reserved

And

Listed Building Application reference 12/00592/LB for:

DEMOLITION AND PARTIAL DEMOLITION OF VARIOUS BUILDINGS AND WALLS (LISTED PARK AND CONSERVATION AREA) (as amplified and amended by letters dated 10.02.14 and 17.3.14, email dated 3.3.14 and plans and information received 12.02.14, 3.3.14 and 18.3.14)

at Former Haslar Hospital, Haslar Road

And

Full planning application reference 14/00192/VOC for:

VARIATION OF CONDITIONS 1, 2, 3 TO REMOVE REFERENCE TO TEMPORARY CONSENT AND REMOVAL OF CONDITION 4 OF PLANNING PERMISSION REFERENCE K17770 (LISTED BUILDINGS IN CONSERVATION AREA)

At Haslar Terrace And Nos. 11-14 (inc), Former Haslar Hospital, Haslar Road

7. REPORTS OF THE BOROUGH SOLICITOR AND DEPUTY CHIEF EXECUTIVE

Schedule of planning applications with recommendations. (grey sheets – pages 1-18/1)

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

PART II
Contact Officer:
Debbie Gore
Ext: 5455

AGENDA ITEM NO. 6

Board/Committee:	Regulatory Board
Date of Meeting:	15 July 2014
Title:	Outline Planning, Listed Building and Variation/Removal of Condition Applications for former Haslar Hospital
Author:	Borough Solicitor and Deputy Chief Executive
Status:	FOR DECISION

Purpose

To consider Outline planning application reference 12/00591/OUT for:

EIA - MIXED USE DEVELOPMENT INCLUDING DEMOLITION AND PART DEMOLITION OF LISTED BUILDINGS AND BUILDINGS WITHIN A CONSERVATION AREA AND CONVERSION OF EXISTING BUILDINGS AND ERECTION OF NEW BUILDINGS TO COMPRISE 286NO. RESIDENTIAL UNITS (CLASS C3); A CONTINUING CARE RETIREMENT COMMUNITY CONTAINING A 60NO. BED CARE HOME, COMMUNAL FACILITIES AND 244NO. SELF-CONTAINED RETIREMENT UNITS (CLASS C2); OFFICES AND BUSINESS UNITS (CLASS B1); A HEALTH CENTRE (CLASS D1); HOTEL (CLASS C1); TEAROOMS AND RESTAURANT/BAR (CLASS A3/A4); CONVENIENCE STORE (CLASS A1); CHURCH, PUBLIC HALL AND HERITAGE CENTRE (CLASS D1) TOGETHER WITH ALTERATIONS TO EXISTING VEHICLE AND PEDESTRIAN ACCESS ARRANGEMENTS, OPEN SPACE PROVISION AND LANDSCAPING AND PARKING (LISTED BUILDINGS AND LISTED PARK IN CONSERVATION AREA) (as amplified by email dated 4.7.13 and amplified and amended by letters dated 19.12.13, 10.02.14 and 17.3.14, emails dated 3.3.14 and 19.3.14 and plans and information received 12.02.14, 3.3.14, 18.3.14 and 12.5.14)

With all matters reserved

And

Listed Building Application reference 12/00592/LB for:

DEMOLITION AND PARTIAL DEMOLITION OF VARIOUS BUILDINGS AND WALLS (LISTED PARK AND CONSERVATION AREA) (as amplified and amended by letters dated 10.02.14 and 17.3.14, email dated 3.3.14 and plans and information received 12.02.14, 3.3.14 and 18.3.14)

at Former Haslar Hospital, Haslar Road

And

Full planning application reference 14/00192/VOC for:

VARIATION OF CONDITIONS 1, 2, 3 TO REMOVE REFERENCE TO TEMPORARY CONSENT AND REMOVAL OF CONDITION 4 OF PLANNING PERMISSION REFERENCE K17770 (LISTED BUILDINGS IN CONSERVATION AREA)

At Haslar Terrace And Nos. 11-14 (inc), Former Haslar Hospital, Haslar Road

Recommendation

To **Grant Outline Planning Permission for application reference 12/00591/OUT**, subject to:

- a) appropriate conditions, including those set out in Appendix C of this report;
- b) appropriate planning obligations (S106 agreement) to secure:-
 - i) the phasing and delivery of the development
 - ii) monies from the disposal of the 15 existing ancillary Listed residences to be applied to the refurbishment of the Heritage Assets on the site
 - iii) a Conservation Management Plan detailing how and when the demolition and renovation and refurbishment of the various Heritage Assets on the site and Park will take place and the measures to protect all Heritage Assets during construction
 - iv) the provision and use of Class D1 health facilities, including use by the general public
 - v) the provision and use of Class C2 residential institution uses, including details of the package of care
 - vi) the provision and use of Class D2 leisure facilities to include a community hall and Heritage Centre, to include details of lease arrangements and fit out
 - i) a Training and Employment Plan;
 - ii) the provision and management of open space and access to the site, including the waterfront, by the public
 - iii) the provision of recreational disturbance mitigation and ongoing management measures, including details of the timing of provision
 - iv) the provision of infrastructure, services and facilities, education and affordable housing, subject to provisions relating to viability

and

- c) delegate authority to the Head of Development Control, in consultation with the Borough Solicitor and Deputy Chief Executive, to determine and impose appropriate conditions and planning obligations, subject to viability assessments

And

To **Grant Listed Building Consent for application reference 12/592/LB**, subject to:

- a) appropriate conditions, including those set out in Appendix D of this report

and

b) delegate authority to the Head of Development Control, in consultation with the Borough Solicitor and Deputy Chief Executive, to determine and impose appropriate conditions

And

To **Grant Planning Permission for the variation/removal of condition application reference 14/00192/VOC**, subject to:

a) appropriate conditions, including those set out in Appendix E of the report

and

b) appropriate planning obligations (S106 agreement) to secure:-

- i) monies from the disposal of the 15 existing ancillary Listed residences to be applied to the refurbishment of the Heritage Assets on the site
- ii) the provision of outdoor playing space, education and affordable housing, subject to provisions relating to viability

and

c) delegate authority to the Head of Development Control, in consultation with the Borough Solicitor and Deputy Chief Executive, to determine and impose appropriate conditions and planning obligations, subject to viability assessments

1 Background

1.1 The Royal Hospital Haslar closed as a military hospital in 2007 and the NHS ceased operating from the site in July 2009. The then owners of the site, the Ministry of Defence, commissioned the Prince's Trust to assist with its disposal in May 2008. This included holding a community based planning workshop on the Enquiry by Design (EbD) principles. The EbD involved a number of key stakeholders and highlighted a number of key principles relating to the heritage of the site, including potential areas where development could occur whilst preserving and enhancing the historic character of the site. The Workshop agreed the following vision:

The unique opportunity for the site to continue to feature as a prominent local employment generator for generations to come, and through the development of a mixed-use scheme (based upon the concepts of health, leisure, heritage, local character, and traditional urban and architectural design principles), create a vibrant and sustainable community for people to live, work and visit, whilst preserving the best aspects of this beautiful and historic setting.

1.2

Our Enterprise Haslar Limited has been engaged in pre-application and post submission discussions since acquiring the site from the MOD and has held a number of public meetings with local groups and societies. A number of

organisations have operated at the site during these discussions, including Shore Leave, who has established a therapy garden in the memorial garden where veterans come to work and receive rehabilitation through this work.

1.3

The submitted application proposals seek to establish the principle of a mixed use development following the concepts and vision established through the EbD

1.4

process.

This report will firstly set out a description of the site, followed by a summary of the three application proposals followed by the relevant planning history and policy context. A summary of the consultation responses received and the results of the application publicity is set out together with an assessment of the relevant planning issues. Where separate and specific comments on a particular proposal have been provided these will be identified, otherwise, to avoid repetition, the comments will apply to all three proposals.

2 The Site and the Proposals

2.1

The application site is a total area of 24 hectares and is located on the Haslar Peninsular, bounded by Fort Blockhouse to the north-east, Blockhouse 3, QinetiQ and the Listed gun boat sheds to the west, on the opposite side of Haslar Road, and to the south west by 19th and 20th century housing (See Appendix A). The Immigration Centre lies immediately to the south, accessed from Dolphin Way. The main access to the site is from Haslar Road which links the site to the town centre to the northwest via Haslar Bridge and Alverstoke to the south west.

2.2

The former Haslar Hospital is a site of significant national historic and archaeological interest. It is located within the Haslar Peninsular Conservation Area (Designated in 1990) and contains Listings covering a total of around 70 individually buildings or structures: many listed by curtilage (i.e. pre dating 1948 and with a direct historic and ancillary relationship to the primary Listed Buildings). The main hospital and St Luke's Church are Grade II* Listed and the remaining buildings Grade II. The entire site is a Grade II Listed Historic Park and contains thousands of burials dating from the mid-18th to mid-19th Century.

2.3

Its unique historic significance cannot be downplayed and the whole site resonates with its long association with the Royal Navy and its role as the earliest and most significant purpose built military hospital in Britain. Its fame was such that as early as 1814 the Emperor of Russia was amongst many European Heads of State who visited the site. From the date of its construction it was immediately associated with the care of wounded from famous battles and campaign (including Trafalgar, the Peninsular War, Waterloo and D-Day). Many veterans from campaigns such as these are buried within its grounds.

2.4

It is also associated with several major figures in medical improvements (notably James Lind ('The father of nautical medicine') and his discovery of the cure for scurvy, and Sir John Richardson and his improvements in the care and welfare of patients. A very early psychiatric ward (G Block of 1911) attests to the site's interest in the early treatment of mental health prior to World War One. Leading figures on the site were also associated with pioneering voyages of discovery: Sir

John Richardson was Surgeon-Naturalist to the first two Arctic expeditions under Sir John Franklin; Captain William Parry was a famous arctic explorer in his own right, and Surgeon-Commander Edward Atkinson was part of Scott's ill-fated Antarctic expedition and organised the search that found the body of Scott.

- 2.5 The construction of the main Hospital building commenced in 1745 and was completed by 1762. It was designed by Theodore Jacobsen (c.1686-1772), a successful merchant who turned his hand to architecture with the design for the Foundlings Hospital in London (1742-52, demolished 1928). Other works included East India House (1729, demolished 1861) and the main quadrangle to Trinity College Dublin (1759). Haslar remains his only known significant standing building in Britain.
- 2.6 This purpose built naval hospital was the biggest brick building in the world at the time and its monumental scale dominates the site to this day. From the original mid-18th Century phase of development layers of additional buildings have been added to the site. Primary amongst these was a mid-19th Century phase, and a phase spanning the last decade of the 19th Century and first decade of the 20th Century. The remodelling of the site at these periods included reworking the landscape to incorporate the buildings but also to add in new features of practical or aesthetic value. A final phase spanned the 1970s and 1980s.
- 2.7 Key to the evaluation of the site has been a need to fully understand the intricacies of the phasing of development to unravel what is of special architectural and historic interest and to understand the character of the area and how any proposals would preserve or enhance the setting of the Conservation Area and the special interest of the buildings and features across the site. Looking in more detail at the key phases of development, the supporting information submitted with the application (the Conservation Management Plan, Design and Access Statement and Archaeological Appraisal) have added important additional information to the existing Conservation Area Appraisal (March 2007) and clarified a number of key historic, architectural and archaeological details.
- 2.8 The main hospital was under construction during the time of the Jacobite Rebellion of 1745 and was completed whilst the Seven Years War was in progress (1756-1763). This pioneering hospital was designed to meet the huge demand on manpower to police the extensive and growing worldwide influence of Great Britain at the time. It could cater for over 2,000 sailors (not including additional space that could be added in the attics), and provided a critical role in caring for sick and wounded sailors and securing them within a walled compound prior to returning them to ship. In later historic phases it is known to have cared for both sailors and soldiers during the Napoleonic Wars, and had a primary role as an evacuation hospital during the D-Day Landings. The development of a hospital of this scale, at public expense, demonstrates the investment that was considered necessary to secure the manpower to serve what was rapidly becoming the world's largest navy.
- 2.9

The main hospital consisted of three ranges set around a quadrangle of landscaped grounds. Built in a simple Palladian style, the only external ornament

of note consists of the ornate pediment at the centre of the main façade. The structure is built of substantial red brick walls in Flemish bond, typical of its day. The façade has the dominant central pediment, and two end bays that step slightly forward of the main wards between. The north and south ranges are divided at their centre by linked brick colonnades between which are two storey pedimented buildings that provide an attractive break along these elevations, as well as a functional purpose of separating out wards by type.

The building was set within a rectangular compound of land and to a rigid geometric layout typical of the era. Ancillary buildings included the two semi-detached pairs of officers' quarters enclosing the front range, a building at each corner east of the front range, and St Luke's Church in place of the un-built western range of the quadrangle. A wharf onto Haslar Creek provided direct access, by railed carts, through the main ornamental entrance to a covered arcade beneath the centre of the principle façade. From there patients were transferred to respective wards (for example an isolation wing for contagious diseases, wards for obvious physical injuries of varying types or a secure area for 'insane' patients). A high red brick wall around the entire rectangular plot enclosed the site and most of this remains. The site was patrolled by marines and a 'Police Lodge' once stood to the north east of the site.

The landscape was equally simple and functional in layout. Around the main hospital building it retained a clear formality with straight paths, rows of trees and formal planting beds. The main Airing Grounds west of the hospital was, however more informal with paths that meander around an area treated more like informal parkland. Beyond the main walled compound, immediately south-west of the site, was a large graveyard set within a (roughly) rectangular space enclosing around two thirds of the area currently known as The Paddocks.

As early as the 1790s, and undoubtedly linked to the huge influx of patients during the French Revolutionary and Napoleonic Wars, the Officers' Terrace was constructed within the graveyard: cutting into numerous freshly dug graves. An avenue of trees linked the chapel to the central officer's residence: the current avenue being a replacement dating from the 1980s. These buildings within the Officers' terrace are Grade II Listed. The Terrace was designed by Samuel Bunce and has a simple neo-classical design with two pairs of matching terraces flanking a centrepiece building comprising the Surgeon's rear Admiral (SRA) accommodation (the home of the most senior officer on the site). The terrace is also still flanked by the original coach houses and stabling blocks. The buildings are constructed in a red brick and some have enclosed timber porches. They are three stories high and include basements. The properties retain original railings along the main, front façade. The northern terrace was converted into flats many years ago, whilst the southern terrace retains its original internal plan: as does the SRA's residence. The SRA's accommodation includes at least three stages of additions, largely infilling space that once isolated it from the adjacent terraces. These are of varying quality but overall, they do not harm the special interest of the group. Along the southern façade, minor extensions, of varying date and quality, are evident. The gardens of the Terrace are long and linear and are, for the most part, still separated by the original brick built, garden walls

2.14 Apart from one or two minor buildings, the only significant addition in the early part of the 19th Century was the construction of the formal cemetery within the graveyard in 1826, built due to an outcry over the poorly managed burials prior to that date: with evidence of hurried massed burials and a lack of respect in the treatment of the dead at the time. This enclosed cemetery includes formal gravel paths and planting around what was designed to be a regular layout of graveyard monuments. Many gravestones from the wider graveyard were moved into this area and some still align the walls. As this cemetery ceased to function in 1859, when the Clayhall Rd Cemetery opened, its use appears to have remained incomplete.

2.15 Little else happened until the mid-19th Century when Sir John Richardson lived on site and his influence on the landscape was significant. It included the addition of the summer houses on viewing mounds between the boundary wall and the sea (land into which the hospital extended), a large extension to his own house (Residence No.12), and significant improvements to the care of the 'insane' patients who were enclosed within walled compounds on the southern side of the hospital. A small enclosure outside of the southern boundary wall appeared in the 1850s as a 'Turkish' burial ground (a consequence of Turkish sailors dying when their fleet was visiting the area during the Crimean War). These burials were transferred to Clayhall Road after 1859 and remain to this day within their own railed compound.

2.16 By the 1880s further additional buildings included the long, single storey workshops flanking the main entrance; a 'Dead House' (mortuary) and later Mortuary Chapel (1868) north of the hospital; the remarkable Laundry complex linked to the large Engine House north of Haslar Rd (1850s) and the landmark Water Tower (1881-5). All of these buildings are still aligned in a geometric form and sit neatly within a landscape that had changed little during the 19th Century.

2.17 These incremental changes through the second half of the 19th Century preceded the next principle development phase, spanning the last decade of the 19th Century and first decade of the 20th Century. During this period the main hospital was substantially modified primarily to incorporate up to date fire proof floors and remodelled wards.

2.18 The highly contagious patients in the 'zymotic' wards were transferred to a newly constructed Zymotic Hospital at the south west corner of the site, beyond the original boundary wall and accessed by road outside of the main grounds. Impressive Nursing Sisters Quarters (1899) and Surgeon's Quarters (1898-9) were aligned with the south wing of the hospital built within the Airing Grounds, and a new Officer Patient Block (1902-4) was added west of the northern Hospital Range. The Pathology Laboratory also dated from this phase. At the tail end of this phase a 'Mental Hospital' (G Block of 1908-10) was constructed in a newly enclosed area east of the Zymotic Hospital, and an entertainment theatre was added in 1911 (Errol Hall). Once again the grounds remained largely intact with the new buildings respecting the sensitivity of the parkland setting.

2.19 The only significant development during World War One was the addition of Canada Block, built from funds raised by Canadian Women and added in 1915. A

number of World War Two air raid shelters were sunk into the grounds on the southern half of the site but built within the landscape and respectful of its form. A much larger post-war shelter also appeared in the Airing Grounds near to the Officer's Patients Block.

2.20 The final and most harmful phase commenced in the last few decades of the 20th Century with the extensive overhaul of the hospital and heavy internal remodelling of wards and facilities (many of the chimneys were removed from the main hospital in this phase). The cross link added in the 1980s removed all sense of the dramatic landscape within the quadrangle and added to damage to the historic fabric of the hospital. A series of linked buildings forming further accommodation blocks (The Galley, General Stores, Senior Rates Mess, West Wing and Junior Rates Club) cut through the enclosed Airing Grounds south of the southern hospital range, and were linked to the main hospital at first floor level by an enclosed walkway. Further intrusions included the large car park at the north-west corner of the original grounds, and the huge incendiary buildings within this space. Smaller new build was added alongside Haslar Road close to the Mortuary Chapel and Pathology Laboratory.

2.21 The grounds themselves experienced wide-ranging interventions in addition to those described above. These included: tennis courts and large car parks within the airing ground south-west of the chapel, car parks close to the principle façade, the new entrance mid-way along the site on Haslar Road, and two electricity substations to north and south of the hospital. Some porta-cabins have also appeared: one group replacing one zymotic ward block demolished in the late 20th Century.

2.22 The design of the historic buildings falls into two distinct but compatible styles: the neo-classicism of the buildings dating before c.1860, and a restrained gothic influence of buildings of the later 19th Century and Edwardian Era. This restrained gothic form is characterised by buildings that retain a pattern of windows and external form that follows the simple classical form of earlier phases, but does add a more intricate layering of detail to the elevations, for example, by adding bay windows, pilasters, tall, more ornate, chimney stacks or chimney breasts that step out from the wall lines. One notable exception is the neo-classical design to Canada Block which to some degree endeavours to mimic the main hospital on a much smaller scale.

2.23 The huge scale of the site and the main building has meant that the landscape has been able to absorb many of the changes without irreversibly harming its special historic character and the site currently accommodates approximately 1000 existing car parking spaces. The present proposal has endeavoured to reverse some of the worst interventions and integrate a form of new development that would respect the existing scale and its sensitive setting. During the discussions it has been key to gain a clear and detailed understanding of the phasing of the buildings and the landscape, the hierarchy of the buildings and spaces, and all features of historic interest across the site to ensure the special quality and character of the area is preserved or enhanced through an application.

2.24

2.25 A detailed assessment of the historic buildings has been provided by the applicant, as has a report on the historic development of the site and archaeological interest. Certain key buildings required more detailed assessment (including the Zymotic Hospital) and Haslar has had the added advantage of being the location of detailed archaeological assessment through Oxford's Cranfield University where the pathology of a selected samples of skeletons have helped significantly in understanding and appreciating the importance of The Paddock's as a burial ground.

2.26 With the various layers of statutory protection on the buildings and landscape there has been a requirement on the developer to submit 'sufficient information' for the Local Planning Authority to be able to assess an Outline application. This has meant that the impact on the buildings and landscape needed a significant amount of supporting information to ensure that all aspects of the potential impact could be properly considered and the decision making appropriately informed.

2.27 In addition to its clear historic and archaeological importance, the site is designated an Existing Community and Health Facility and falls within the Existing Urban Area as defined under the Gosport Borough Local Plan Review. Parts of the site falls within the Coastal Zone and Flood Zones 2 and 3. The open, grassed areas are also a Site of Importance for Nature Conservation (SINC) as they are a priority habitat for Autumn Lady's-Tresses Orchid which is a nationally important species. The site also supports other protected species including, badgers and bats.

The site is within approximately 200 metres of the nationally and internationally important habitats within Portsmouth Harbour Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar Site. To the west is the Solent and Southampton Water Special Protection Area (SPA) and Ramsar Site which are of international importance for wading birds. This stretch of the coastline is also designated as SSSI and also includes the beach at Lee-on-the-Solent on the basis of its geological importance, particularly in terms of fossil records from the area.

Following significant pre-application and post-submission discussions, the applicant is proposing, through a programme of renovation and refurbishment of existing buildings and the erection of new buildings and some demolition, the following mix of uses in the form of an Outline application. All matters (access, layout, scale, appearance and landscaping) are reserved at this stage but the applicant has provided indicative layout and elevation drawings to demonstrate how the proposed quantum of development can be accommodated on the site:-

- Up to 244 Class C2 retirement units forming a Continuing Care Retirement Community to be located within the main former hospital building, new buildings and Canada block, comprising self-contained flats with communal facilities located on the ground floor of Blocks D and E of the main hospital building
- A new Class C2 Care Home with up to 60 beds
- A Class D1 Health Centre within Block D of the hospital building (up to 6217 square metres of converted floorspace)

- Conversion of the Nursing Sisters' and Surgeon's Quarters and erection of a new annex building to provide a Class C1 Hotel with up to 78 beds and health club/spa (up to 4123 square metres of total floorspace)
 - Up to 286 Class C3 private residential dwellings, including the 15 existing Listed ancillary dwellings on the site and conversion of G Block (Building 40/admin block) and the officer patients' block
 - Up to 299 square metres of gross internal floorspace of Class A1 Retail use
- 2.28
- Up to 3500 square metres of Class B1 small business units and offices, within new units and to include conversion of the existing Laundry building and Water Tower
 - 3no tea rooms (Class A3) within the converted Mortuary Chapel, Building 40 and Medical stores
 - A pub/restaurant within Errol Hall (444 square metres)
 - Class D1 Community facilities comprising the retained Chapel and converted earlier Pathology building to form a community hall and converted Pharmacy to provide a Heritage Centre
 - Enterprise space for veterans to set up their own businesses (Class B1) and their own club (Sui Generis) within the former medical stores
- 2.29

The indicative layout plan shows the new Class C3 residential units are mostly located along the waterfront and the site of the former main car park. The retirement units are focussed around the former hospital building and the commercial and community based uses are mainly located along the north west side of the site adjacent to Haslar Road. The indicative layout also shows the main access to the site from Haslar Road retained, with some physical changes proposed to improve sight lines, with a possible re-opening of the existing vehicle access from Dolphin Way and various pedestrian access points around the perimeter, to include pedestrian access to the sea wall. Approximately 1000 car parking and 770 secure cycle parking spaces are shown indicatively.

2.30

A comprehensive package of landscape works is proposed, including the reinstatement of the formal gardens to the front of the hospital building and within the quadrangle, with more informal hard and soft landscape works in the central and waterfront airing grounds and very informal treatment within the proposed parkland (The Paddock) to the south west of the Officer's terrace. Four high quality trees only are proposed to be removed along with some medium and low quality specimens but a comprehensive replacement landscape scheme is proposed which seeks to reflect the original landscape concepts where possible.

2.31

2.32 The applicant has also submitted a Phasing Plan showing the main hospital and Class C2 uses being developed in Phase 1, followed by the commercial elements in Phase 2 and the bulk of the Class C3 residential units in the final Phase. It is anticipated that the development will create up to 500 fte jobs when fully occupied and operational, excluding jobs associated with the construction.

The application is supported by an Environmental Statement containing a Non-Technical Summary, assessments of ecology, air quality, noise, transport, land contamination, landscape and cultural heritage. The application is also supported by a Design and Access Statement, Planning Statement, Retail Study, Heritage

Statement, Traffic and Transport Statement, Framework Travel Plan, Statement of Community Involvement, Site Waste Management Plan and an Energy Statement.

- 2.33 Following concerns raised about the proposed demolition of the Zymotic buildings and earlier Pathology laboratory and the scale and massing and footprints of the proposed replacement buildings (which included a business hotel in place of the Pathology Laboratory), as set out in the original proposals, the applicant provided revised indicative drawings showing retention of the Pathology Laboratory (and no business hotel in its place) and retention of more of the original Zymotic buildings.
- 2.34 New indicative drawings showing reduced scale and footprint replacement buildings along the waterfront have also been provided, along with revised proposals for the Class C3 apartments proposed for the site of the former main car park with retail use and a pub restaurant only (no Business Use) between the apartments and the main access. The applicant has also confirmed that all existing air raid shelters on the site will be retained.

An amended Framework Travel Plan has been submitted which sets out various measures to encourage travel by non-car modes, including appointment of a Travel Plan Co-ordinator, provision of cycle and walking routes through the development, improved crossing facilities to the local bus stop, a 1 week taster bus ticket and proposals to facilitate car sharing amongst residents, all costed.

- 2.35 Amended proposals have also been submitted showing how the additional recreational disturbance from the new residential dwellings can be mitigated through the provision of facilities on site, to include dog walking routes, information boards, dog bins and benches. The boards will provide information on the Portsmouth Harbour SPA Ramsar Site and SSSI and how visitors to the coast can reduce disturbance to birds and what other recreational facilities are available in the Borough to reduce the recreational pressure on the coast.
- 2.36 Additional information has also been provided to address concerns raised about the impact of the proposal on other protected species, to include a replacement badger set, provision of bat boxes and a scheme for the translocation of the protected Orchids. In response to concerns raised by the Environment Agency, the applicant has confirmed that emergency evacuation measures will be put in place in the event that a flood event should occur and additional information has been submitted to address the issue of waves overtopping the existing sea wall.

The applicant has also provided a commercial in confidence Financial Appraisal of the development to enable its viability to be assessed in relation to the quantum of development proposed. The applicant has also indicated that the site will continue to be managed as an overall complex.

- 2.37 Amended plans and information has been submitted to address errors within the original documents and the concerns raised about the internal site layout and the deficit of car parking spaces and facilities for service vehicles, in the light of the recently published Car Parking Supplementary Planning Document, to ensure that adequate facilities are available for residents and visitors and commercial occupiers. Indicative plans have been submitted showing how a further 200 car parking spaces could be provided on the site to serve the likely demand

generated by the quantum and mix of uses proposed without harming the setting of the Listed Buildings or Listed Park or character and appearance of the Conservation Area. Clarification has been provided that construction traffic will enter and leave through the existing main access, together with further assessment of vehicle trip generation and details of the proposed pedestrian crossing facilities linking the site to the bus stop on the northern side of Haslar Road. Following concerns raised about the removal of the historic wall adjacent on the northern side of the main entrance, amended indicative plans have been submitted showing the original wall retained in its current alignment with railings on top.

- 2.38 A report was commissioned by the Joseph Rowntree Foundation in 2006 which found that CCRCs generally fall under planning Use Class C2 residential institutions. The report describes CCRCs as an all embracing, comprehensive alternative to both sheltered housing and residential care providing for a whole range of needs and individual circumstances. They are generally large in scale and cater for wide mix of residents by tailoring the package of care to suit individual needs. Following concerns raised that the proposed CCRC would not fall within Class C2 as indicated, the applicant has clarified that the Class C2 retirement units are not aimed at any specific end users, therefore, occupiers could include veterans of all ages, ex- police and other emergency service personnel and/or members of the general public. The end operator will determine if any occupation restrictions are put in place but all occupiers will be required to enter into a care package prior to occupation. The level of care provided can evolve over time with on site support available within the Class D1 Health Centre and integral communal facilities. Medical support will be available 24 hours a day in the form of an emergency nurse call response team. The level of healthcare assistance will be tailored to each individual resident, based on their needs who can opt to increase the level of care at any time. This care will encompass domestic help and meal provision as well as nursing care. When residents are no longer able to live independently in their self-contained units, the operator can transfer them to full-time care within the Class C2 care home. The operators are likely to retain a buy-back option if the occupiers wish to sell and contracts will include charges for security, communal area maintenance and management of the integral facilities.
- 2.39

- 2.40 The applicant has clarified that the Class D1 health centre will form an important element of the CCRC but will also provide primary healthcare facilities that are available to the general public. The internal space is to be subdivided into separate consulting suites to be sold or let to multiple users, possibly a mix of General Practitioners, dentistry, physiotherapy, podiatry, occupational therapy, dieticians, counsellors, psychologist services and ophthalmic services.

- 2.41 Following legal advice, the local Planning Authority considers that all pre-1948 buildings on the site are Listed, either in their own right or by attachment to a Listed Building or by curtilage. Included in the associated Listed Building application, reference, 12/00592/LB, therefore is the proposed demolition of the northernmost Zymotic building and covered walkways and the cookhouse, together with the newer Crosslink and attached Galley buildings and various pre-1948 ancillary structures around the site. Details of the making good of the Listed

Buildings where scars are left following partial demolition and detailed refurbishment and renovation works will be dealt with by planning obligation and condition or under future, separate, applications for Listed Building Consent.

Following the recent removal of the requirement for Conservation Area consent, the demolition of relevant post 1948 non-listed buildings (where they do not adjoin an existing Listed building) is being considered under this Outline proposal.

- 3 Whilst the Outline application includes the proposed use of the 15 existing ancillary Listed residences as Class C3 dwellings, the applicant has indicated that it is intended that these properties be sold on long leases as soon as appropriate offers are received. Under the proposed Variation/Removal of Condition application, reference 14/00192/VOC, the applicant is therefore seeking to remove the temporary 5 year time restriction placed on previous planning permission, reference K17770, which is due to expire on 28 February 2015. This is to, effectively, secure full planning permission to use the existing ancillary residential units on the site as Class C3 residential dwellings so that sales can proceed independently of the Outline proposals. Within application reference 14/00192/VOC it is indicated that vehicular access would be from the existing access on Haslar Road and the existing internal road system. The applicant has indicated that the existing car parking areas at the front of the buildings would be used for the parking of vehicles, together with the existing cycle and bin storage facilities which utilise the existing property forecourts and ancillary buildings.
- 3.1
- 4 Refuse and recycling collection vehicles and emergency vehicles would access the properties from the existing internal road network.
- 4.1

Relevant Planning History

Much of the site was built prior to the need to obtain planning permission, introduced under the 1947 Town and Country Planning Act, and, as the site was an operational MOD site, it benefitted from Crown Immunity from planning control from this date until 2006, requiring consultations only to be submitted to the Local Planning Authority. Since the removal of Crown Immunity, there have been a number of planning permissions granted for development on the site. The developments that have taken place on the site, most relevant to the consideration of these applications, including the consultations considered during Crown Immunity, are set out in Appendix B attached to this report.

4.2 **Relevant Planning Policy**

The Statutory Development Plan (SDP) for Gosport remains the Gosport Borough Local Plan Review (GBLPR) which was adopted in 2006. Key policies were Saved by the Secretary of State in 2009 and it is these, Saved, policies that form the SDP. The Gosport Borough Local Plan Review identifies the Royal Hospital Haslar site on the Proposals Map as an Existing Health and Community Facility. In this case, Policy R/CF2 applies:

Development proposals which result in the loss of existing health and community facilities for which there is a significant need will not be permitted unless:

- i) *Alternative provision is made of at least equivalent value in terms of quality, quantity and accessibility; or*
- ii) *Adequate and appropriate alternative facilities are available in the locality.*

The following, further policies, Saved in 2009 under the provisions of Schedule 8 of the Planning and Compulsory Purchase Act 2004, are also the policies under which the Outline and Listed Building and Variation/Removal of condition applications have been considered:-

R/DP1	GENERAL STANDARDS OF DEVELOPMENT WITHIN THE URBAN AREA
R/DP3	PROVISION OF INFRASTRUCTURE, SERVICES AND FACILITIES
R/DP4	MIXED USE DEVELOPMENTS
R/T1	LAND USE AND TRANSPORT
R/T2	NEW DEVELOPMENT
R/T3	INTERNAL LAYOUT OF SITES
R/T4	OFF-SITE TRANSPORT INFRASTRUCTURE
R/T6	IMPROVEMENTS TO PUBLIC TRANSPORT
R/T9	CYCLEWAYS AND FOOTPATHS
R/T10	TRAFFIC MANAGEMENT
R/T11	ACCESS AND PARKING
R/H2	MAJOR HOUSING PROPOSALS
R/H3	MAJOR HOUSING PROPOSALS AS PART OF A MIXED-USE DEVELOPMENT
R/H4	HOUSING DENSITIES
R/H5	AFFORDABLE HOUSING
R/H8	ACCOMMODATION FOR THE ELDERLY
R/H9	LIFETIME HOMES
R/EMP1	ALLOCATION OF LAND FOR EMPLOYMENT
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/EMP6	DEVELOPMENT FOR EMPLOYMENT USES WITHIN URBAN AREAS
R/S1	SHOPPING AND COMMERCIAL ALLOCATIONS
R/S2	LOCATION OF ADDITIONAL SHOPPING & LEISURE FLOORSPACE
R/S8	LOCAL SHOPS OUTSIDE DEFINED CENTRES
R/S9	SHOPFRONTS AND COMMERCIAL FACADES
R/CF1	NEW OR IMPROVED COMMUNITY AND HEALTH FACILITIES
R/CF3	PROVISION OF COMMUNITY FACILITIES ON MAJOR HOUSING DEVELOPMENT

	R/CF6	PROVISION OF EDUCATIONAL FACILITIES
	R/CF8	PROVISION OF BUILT LEISURE FACILITIES
	R/CF9	RECREATION AND LEISURE ALLOCATIONS
	R/CF11	IMPROVEMENT OF DEVELOPMENT OF TOURIST ACCOMMODATION AND CONFERENCE FACILITIES
	R/BH1	DEVELOPMENT IN CONSERVATION AREAS
	R/BH2	DEMOLITION IN CONSERVATION AREAS
	R/BH3	DEVELOPMENT AFFECTING LISTED BUILDINGS
	R/BH4	DEMOLITION OF A LISTED BUILDING
	R/BH6	REGISTERED HISTORIC PARKS AND GARDENS
	R/BH7	PARKS AND GARDENS OF LOCAL HISTORIC INTEREST
	R/BH8	ARCHAEOLOGY AND ANCIENT MONUMENTS
	R/OS4	PROTECTION OF EXISTING OPEN SPACE
	R/OS5	NEW OPEN SPACE PROVISION
	R/OS6	RECREATION ALLOCATION IN THE ALVER VALLEY
	R/OS7	ADDITIONAL OPEN SPACE ALLOCATIONS
	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
4.3	R/CH1	DEVELOPMENT WITHIN THE COASTAL ZONE
	R/CH2	PEDESTRIAN ACCESS ALONG THE COAST
	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/ENV7	HAZARDOUS SUBSTANCES
	R/ENV8	DEVELOPMENT WITHIN THE PROXIMITY OF HAZARDOUS SUBSTANCES
	R/ENV9	SAFEGUARDED AREAS
	R/ENV11	MINIMISING LIGHT POLLUTION
	R/ENV12	AIR QUALITY
	R/ENV14	ENERGY CONSERVATION
4.4	R/ENV15	RENEWABLE ENERGY

Whilst the GBLPR (2006) remains the Statutory Development Plan, the Council has also been working on a review of the Local Plan, initially through the preparation of a Core Strategy. Subsequent to the publication of the National Planning Policy Framework (2012), the Council decided to cease work on the Core Strategy and prepare a composite Local Plan. A Draft Gosport Borough Local Plan (2011-2029) was published for consultation in December 2012. The Draft Local Plan has been approved for the Council's Economic Development

Board and has recently been subject to the first round of public consultation. The Draft Local Plan provides, in some cases, a more up to date policy position context and is more closely aligned with the objectives of the NPPF than the older, statutory document, therefore is also an important material consideration in the determination of these planning application and the report will refer to the Policies contained within the Draft Local Plan, where appropriate.

The Draft Local Plan has developed a specific policy for the Haslar peninsula which has been shaped by the EbD process, referred to in Section 1, and the now, superseded, Core Strategy which was subject to public consultation. The Council's current planning policy position with regard to this site is now contained in Policy LP6 of the Draft Local Plan which is as follows:-

General principles

1. Planning permission will be granted for development provided that:
 - a) the distinctive built heritage and setting of the Haslar Peninsula is preserved and enhanced, and opportunities are taken to interpret the historic significance of Royal Hospital Haslar and Blockhouse;
 - b) it accords with the principles set out in Policy LP46 on flood risk including the need to undertake a Flood Risk Assessment with the appropriate flood defences and mitigation measures;
 - c) measures to avoid and mitigate any impacts on internationally important habitats are taken. Proposals should preserve and enhance biodiversity in the vicinity including protected species and important habitats;
 - d) opportunities to improve public transport services and cycling/pedestrian access to and from the site are taken as appropriate;
 - e) any additional traffic generated by the development shall be within the capacity of the existing road network and should not compromise safety of existing roads; and
 - f) contamination issues are addressed.

Royal Hospital Haslar

2. Planning permission will be granted to provide a number of uses at the Royal Hospital Haslar site (as shown on the Policies Map) as set out below:
 - a) medical, health and care facilities including residential care will be the prime uses on this site including the re-use of existing facilities and buildings;
 - b) other employment uses will be encouraged including the re-use of buildings for small offices and workshops;
 - d) there may be opportunity for the development of a range of small scale retail and services to serve the site and the local community;
 - d) appropriate leisure uses and tourism uses;
 - e) up to 300 dwellings will be considered if it can be demonstrated that it is

- 4.6 necessary for enabling the other medical, health and care uses on this site and that it is appropriate to the character and setting of the Hospital site.
3. In addition to the general principles (set out in Point 1), planning permission will be granted provided:
- a) The Listed Buildings and the Historic Park and Garden are preserved and where appropriate enhanced;
 - b) that public access to the Historic Park and Garden and the Solent frontage is secured; and
 - c) the development is served by sufficient levels of infrastructure as required by other policies in the Local Plan.
- 4.7

Other relevant Policies in the Draft Local Plan include LP10 which sets out design principles; LP11 which relates to built heritage and the need to protect existing Listed buildings and enhance their setting; LP16 refers to employment, where the Haslar Peninsula is identified as a major site for employment potential and LP24 relates to housing and states that 40% of all new housing within developments of 10 or more dwellings should be affordable. LP22, 23, 35, 37, 38, 43, 44, 45, 46 and 48 relate to access and car parking, open space, nature conservation, sustainable construction, flood risk and contaminated land and largely reflect the aims and objectives of the existing Development Plan, albeit updated to reflect the NPPF.

In March 2012, the Government published the National Planning Policy Framework (NPPF) under which all applications must now be considered. The principle aim of the NPPF is to provide sustainable and socially cohesive communities that are adaptive to climate change. At the heart of this policy framework is a presumption in favour of sustainable development. Paragraph 14 states:-

‘For decision making this means:

- where the Development Plan is absent, silent or relevant policies are out-of-date, granting permission unless:
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, or
- specific policies in this Framework indicate development should be restricted’.

The NPPF advises the following in paragraphs 131-136:

‘131. In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to

sustainable communities including their economic vitality; and

- the desirability of new development making a positive contribution to local character and distinctiveness.

4.8 132. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

4.9 133. Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- 4.10
- the nature of the heritage asset prevents all reasonable uses of the site; and
 - no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
 - conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
 - the harm or loss is outweighed by the benefit of bringing the site back into use.

134. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

5

135. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

136. Local planning authorities should not permit loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.'

The NPPF states that decision takers may continue to give full weight to relevant policies adopted since 2004. Regard must also be had to the new National Planning Policy Guidance (NPPG) published by the Government in April 2014.

In February 2014, the Council adopted Design and Car Parking Supplementary Planning Documents, both are now material considerations in the determination of these applications.

The Hampshire Peninsula Conservation Area Appraisal was published in March 2007 and includes the former Haslar Hospital site. The Appraisal outlines the important characteristics of the site and describes the notable buildings both Listed and non-Listed. A number of enhancement opportunities are identified such as to retain and reinforce the dominance of the hospital building by protecting views to it and ensuring the scale of other buildings are kept subservient. It states sight lines around the building should be uninterrupted and the existing roadways kept clear of development and the historic boundary should be reinforced and protected and the historic landscape protected and enhanced.

Summary of Consultation Responses (These responses have combined for all 3no applications, except where indicated otherwise, where the consultee has provided separate comments)

Hampshire County Council (Planning and Heritage)

Planning - Given the sensitivities of this site, it would not be appropriate to carry out an assessment to determine whether it would be a viable option to extract minerals from beneath this site prior to development.

Heritage - The Conservation Management Plan has a thorough assessment and strategy for the recording of the built heritage, however, although archaeology is briefly mentioned, there does not appear to be a strategy for addressing the archaeological potential of the site.

There has been a hospital at Haslar since the 1740s and it played an important role in the community until it closed a few years ago. Although many of the recent buildings will not warrant preservation and may not be of architectural interest, they all have a part to play in telling the story of Haslar Hospital and for that reason warrant some level of recording. The principal driver behind the recording of the buildings that are not to be retained, and of those that are to be altered, is to tell the story of the hospital site. Therefore the recording of the built heritage of the site, including modern structures, should be secured through the attachment of a suitable condition to any planning consent that might be granted.

The post-medieval archaeological potential relating to the development of the hospital itself and the associated burial grounds is considerable. There is currently uncertainty about the extent of the burials and it should be assumed that anywhere within the hospital complex, including under existing structures, has some potential. Therefore it is important that the applicant has a strategy for assessing and mitigating any impact.

The prehistoric and Roman potential of Gosport is largely untested. The position of Haslar and the areas of open space mean that it has potential for archaeological remains to be present and relatively undisturbed. Within the Pleistocene geology itself there is also potential for Palaeolithic archaeology. Any archaeological deposits present from these periods are likely to be of local if not regional significance. There could also be remains relating to the medieval and pre-hospital post medieval periods although the potential is relatively low.

Given the potential for previously unidentified archaeological deposits, the areas of impact need to be assessed before any mitigation strategy can be agreed. This will need to take the form of evaluation trenches for all areas of impact. It may be that geophysical survey could contribute to informing the mitigation strategy but evaluation trenches would still be necessary.

The Management Plan should be amended to include an additional archaeological mitigation strategy, however, the presence or absence of this strategy is not in itself a reason for delaying determination of the application. It is therefore advised that should you be minded to grant consent, the assessment and recording of the archaeological and built heritage be secured through the attachment of suitable conditions.

The archaeological evaluation to be undertaken and results should be used to inform the mitigation strategy that should accompany any detailed planning application.

Hampshire County Council (Education)

Based on the number of 'eligible' units, a contribution of £1 843 544 is required towards the provision of primary school places in the locality. This excludes the consideration of any contribution for any of the Class C2 retirement units.

Local Highway Authority

The amount of proposed office floorspace has significantly increased through the amendments to the scheme and the pub/restaurant and hotel land uses have seen notable reductions. The highway impact of this change in land use has been taken into account and the development will not generate additional trips over and above that of the hospital when it was operational (based on 2008 figures). There are significant reductions in both the am peak and over a 12 hour period from 7am.

Based on the revised trip generation, the applicant has submitted revised junction modelling for Haslar Road signalised bridge, since this junction was most affected by the tidality changes in traffic flow. The revised modelling of the junction is considered robust and, with account of the revised development quantum, will not have an adverse impact on the operation of the Haslar Road signalised bridge. Consequently the highway authority considers the impact upon the surrounding highway network to remain acceptable.

No objection to amended plans showing amended indicative access and parking arrangements. The provision of the site access improvement works are shown on drawings JNY7354-11 and the implementation of these works can be secured by condition prior to first occupation of any unit. The Local Highway Authority previously stated that some of the crossing facilities on the local highway network were below standard and required improvements. The applicant has subsequently proposed an uncontrolled crossing west of the site access, to include dropped kerbs and tactile paving. The principle of this crossing is considered acceptable by the highway authority

The applicant has submitted a drawing detailing the pedestrian permeability into

the local highway network. The proposed pedestrian accesses to the south and east utilise existing access points within the wall surrounding the hospital and are considered acceptable.

The highway authority previously requested further information regarding the potential for improvements to be made to the bus stop waiting facilities on Haslar Road. The applicant has not responded to the highway authority's invitation to discuss this further and consequently this issue has yet to be addressed. This can be secured by condition.

Satisfactory access for vehicles and pedestrians can be achieved and any overspill parking is unlikely to interfere with the safe operation of the main access from Haslar Road and surrounding highway network on the basis that double yellow lines preventing on street parking already exist at the junction. Similarly, double yellow lines exist in the vicinity of the Clayhall Road junction to prevent on street parking.

Bus service 11 provides for journeys to Gosport Ferry/transport interchange/local facilities from Haslar Road. The return journey is via Alverstoke. The service operates every 2 hours. The ferry/bus station is a 1km walk from the north east corner of the site which may be suitable for some residents.

The construction access for the site should be from the main Haslar Road junction as Dolphin Way is heavily parked during the day and it forms the principle access to the Immigration Centre.

A contribution is required to mitigate against the impact of the development on the local highway network. The applicant has followed the formulaic approach set out and has set out a net contribution position based on the existing use of the site. The net contribution is based on the hospital being 50% operational. This approach is accepted by the highway authority. Based on the TRIC's assessment above the net Transport Contribution is calculated as £91,371, which is agreed by the highway authority. The contribution from the development should be spent towards the delivery of improvements included within the Gosport Town Access Plan and Transport Statement list, these transport improvements will mitigate against the impact of additional travel demands and to improve accessibility to both services and facilities in Gosport. A contribution towards improvements to the pedestrian, cycle and public transport facilities in the area is necessary to encourage sustainable modes of travel and to ensure that the development does not over rely on the private car for access. In the absence of this contribution to improve the pedestrian and cycle network in the vicinity of the site, the development would conflict with the National Planning Policy Framework.

The applicant has submitted a revised Framework Travel Plan in response to comments received from both the Local Planning Authority and the Highway Authority. An Action Plan has now been provided in the Travel Plan detailing the schedule of proposed measures. This action plan also includes the source of funding for the particular measures. The applicant has now costed each measure identified in the Framework Travel Plan and provided information on the source of funding for implementing the Travel Plan. Whilst the majority of the costings are

considered acceptable, the applicant has not provided a cost for the provision of a Travel Plan Co-Ordinator. Whilst this information is required, the Highway Authority is content to agree this cost with the applicant once and if planning permission is granted. The applicant has increased the scope of the measures to include bus taster tickets and cycle equipment vouchers. This has addressed the Local highway Authority's concern regarding lack of financial incentives. The applicant has accepted the County Council's requirement to pay the Travel Plan fee and Travel Plan monitoring costs. The highway authority now considers the Framework Travel Plan to be acceptable at this stage and is content that the cost associated with the provision of a Travel Plan Co-Ordinator can be agreed once and if planning permission is granted. A bonded Travel Plan will be secured in a separate legal agreement with HCC.

Hampshire County Council Lighting

No objection.

Head of Traffic and Transportation

Adequate access for pedestrians, cyclists and motor vehicles and car and cycle parking for the proposed quantum of development can be accommodated on the site in an acceptable manner. The setting of the existing Listed Buildings is already compromised by many medical buildings and their removal and provision of additional parking to meet the needs of end users will be a significant improvement to the historic setting. Focus must be on the needs of users in terms of functionality and amenity as convenient parking for themselves and their visitors is expected. If this is not addressed properly now will become a difficult issue to resolve in the future and will affect the commercial viability of the site.

Clarification on the proposed access point off Dolphin Way is required to ensure satisfactory visibility given existing junction geometry, width of road and existing on-street parking and only one side of footpath. Traffic volumes would need to be assessed and it may be appropriate for this to be an entry only. A suitable layout can be achieved for the main access from Haslar Road. Improvements to the proposed internal access to the shop and pub/restaurant and housing in this part of the site has been discussed in terms of the proximity to the main junction. Additional parking adjacent to the Water Tower may help to serve the commercial uses.

The applicant should give consideration to retaining existing hardsurfaced roads and parking areas to assist towards providing adequate parking and access and circulation for pedestrians, cyclists and service vehicles, avoiding long cul-de-sacs and turning heads which tend to get abused. Increased permeability along the waterfront and through the Paddock is welcomed.

The applicant has demonstrated that there is considerable potential to address the shortfall of approximately 250 car parking spaces on the site by retaining existing areas and by providing additional spaces areas adjacent to the proposed uses that the spaces will serve. Parking layouts should comply with the SPD, with particular reference to aisle widths and turning areas. Further detail on the undercroft parking is required to ensure satisfactory access and egress together with details of the car pool scheme. Further clarity is required on what

spaces will be available for which uses at various times of the day to consider if dual use is appropriate and whether there is sufficient visitor parking as well as for occupiers and staff. Current information is inconsistent and lacks justification. It has been assumed that all car parking is to remain unallocated as this is the most flexible way for providing parking for changing needs and minimise the visual impact.

It will be possible to achieve the relevant long stay and visitor cycle parking standards as set out under the SPD on the site. Consideration needs to be given to the external form of the long stay stores to ensure weathertightness.

Parking management regimes restrictions and enforcement will need to form part of a car parking management plan for the site. It cannot be assumed that parking requirements for occupiers of the retirement units will be lower than the general public.

Head of Economic Prosperity

The applicant's figure of 500fte in terms of job creation remains reasonable although it is difficult to estimate accuracy at this stage. A continuing concern is that much of the employment creation appears dependent on the delivery of business space. Evidence of market interest would be beneficial. Priority should be afforded to bringing forward the employment uses in the early stages of the development. Net employment gain may be minimal depending on the age range of eventual occupiers some of whom will be working age. A mid-range hotel is a welcome facility as research has identified a gap in the local market. Employment and Training Plan required to encourage take up of employment by local residents.

Head of Housing (Strategic Services)

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

Head of Environmental Health

No objection. Amended information within the Environmental Statement is acceptable in terms of noise and air quality and measures should be adhered to.

The demolition/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 - 18.00 hrs Mondays to Fridays and 09.00 - 13.00 hrs on Saturdays with no noisy operations being undertaken on Saturday afternoons, Sundays or Bank Holidays. The Noise and Vibration chapter 7 of the Environmental Statement submitted is satisfactory and it should be adhered to.

Details of plant should be submitted. Smoke and dust on site should be controlled so as not to cause a nuisance to neighbouring premises or Local Air Quality. The contractor should demonstrate best practice by adopting the recommendations of

BRE Pollution Control Guide – Controlling particles, vapours and noise pollution from construction sites 2003. The contractor should consult the Health & Safety Executive when removing any asbestos materials. Chapter 8 - Air Quality of the Environmental Statement submitted is satisfactory and should be adhered to. Further Mitigation should be adhered to reduce Air Quality impacts. A dust Management Plan (DMP) will need to be submitted for approval.

Details of odour mitigation and extraction systems will need to be submitted for approval.

All lighting should be designed and specified so it does not cause glare or spillage which may cause nuisance to future residents of the development within the site. The contractor should demonstrate best practice by adopting the recommendations of Guidance notes for the reduction of Light Pollution 2000 – The Institution of Light Engineers.

Chapter 9 Ground Conditions within the Environmental Statement is acceptable and should be adhered to. Results of the supplementary site investigation should be submitted for approval as well as a remediation strategy for these previously untargeted areas, namely;

- Xylene store (Building 004/9);
- Hazardous waste store (Building 37/39; and
- Cleaning & chemical stores (Building 026/37).

Streetscene (Waste and Cleansing)

Unable to provide detailed comments at this stage but there is adequate space on the site to provide sufficient refuse storage and collection facilities for the uses and quantum of development proposed. Carry distances should not be exceeded for residents or refuse collectors. Reversing manoeuvres for collection vehicles should be avoided with flush thresholds and dropped kerb access to stores. Each dwelling requires a capacity of 240 litres refuse and 240 litres recycling. Council provides standard bin sizes 240, 360, 660 and 1100 litre wheeled bins. Each store should so sufficient capacity. Further discussion required if access roads not adopted.

Streetscene (Parks and Horticulture)

No objection. Concur with survey methodology appraisal and conclusions.

Building Control

Water hydrants and sprinkler systems are being discussed with the developer. When detailed, layouts should indicate adequate access for fire and service vehicles, to include widths, turning areas and loadings. Effect of fire spread will need to be considered with regard to changing use of buildings. Means of fire escape will need assessment. Approval under the Building Regulations will be required.

Hampshire Constabulary - Crime Prevention and Design

Consider points of access as limited natural surveillance available in The Paddock and Memorial Garden. Private amenity space should be fenced. Car parking and public areas should be lit to an appropriate standard. Access to the

basement parking should be for residents only and consideration should be given to CCTV. Existing outside structures could be used for anti-social behaviour if accessible by the public. Building security suggestions also provided.

Hampshire Fire and Rescue

No objection. Access and facilities for fire service appliances and firefighters should accord with Approved Document B5 of the current Building Regulations/Hampshire Act 1983 Sect 12. There is insufficient detail to comment further at this stage. Further discussions with applicant encouraged before Reserved Matter stage to include use of sprinklers and access for high reach vehicles.

Hampshire County Council (Ecology)

No objection. Ecological matters are dealt with sufficiently, although there is an outstanding issue of recreational disturbance impacts to overwintering birds which requires further attention.

The application is now accompanied by an addendum to the Environmental Statement (ES) Chapter 11 (RPS, February 2014) which seeks to address previous concerns. In summary, I consider that the updated ecological information submitted is useful in providing a more comprehensive assessment of the likely ecological constraints at this complex site.

Vegetation

Additional detail is provided on the potential for soil transplantation to be used to ensure the continued presence of Autumn Lady's Tresses orchids throughout the site. An updating survey is a prerequisite to any orchid management strategy. Overall, I consider that the finer details of proposed orchid conservation can be left to the detailed stage.

Badgers

The amended ES does provide clarification as to the location of the new artificial sett (i.e. away from the Cemetery) and gives an outline timetable/sequence of events. Full details of badger mitigation can be provided at detailed planning stage and this should include a fully-detailed (including plans, sett schematics) and timetabled badger mitigation strategy.

Bats

Surveys have been undertaken across the site in order to investigate a series of subterranean bunkers and cellars which had not previously been entered. All but two of these spaces are considered to offer no potential for supporting roosting bats: the remaining two offer low potential.

Statement that updating surveys will be carried out during 2014 is welcomed. All suitable buildings (i.e. all those offering at least low potential) will be subject to updating Phase 1 and, where necessary, Phase 2 surveys in order to inform the detailed bat mitigation strategy – this is a sensible, pragmatic approach and will be of great use in refining bat mitigation measures.

An outline bat mitigation strategy is provided – this entails the provision of new

bat roosting features such as bat boxes and modified roof materials etc. throughout the site, on suitable trees and buildings. Updating surveys in 2014 may well require a revision of mitigation infrastructure.

Sufficient details must be available to show how killing/injury of bats will be avoided and how the loss or damage to bat roosts will be compensated. The level of detail provided within the amended ES is sufficient for the LPA to determine that, with the undertaking of the proposed updating surveys and mitigation measures, reasonable actions have been taken to avoid any unnecessary impacts to bat species.

Due to the complex nature of the site, and the likelihood that bat roost locations will be transient across the site, it is imperative that bat mitigation measures are secured by condition – both for the site as a whole entity but also for each development phase (recognising that the time lag between each phase coming forward may necessitate updating surveys).

Birds

Additional inspections have been undertaken to assess the presence of building-nesting bird species. The additional information provides a useful update and on balance the issue of nesting birds has been addressed sufficiently.

Recreational Disturbance

Additional detail is provided to demonstrate how the on-site recreational provision is considered sufficient to negate any impacts from recreational disturbance to the nearby SPA. Will the attractiveness of the coast be overridden by providing walking routes on site? There is now a formal mechanism whereby applicants can provide a financial contribution, via the Solent Disturbance & Mitigation Project (SDMP), to offset any residual impacts arising from recreational disturbance if mitigation is not provided on site.

Reptiles

Reptiles have been addressed appropriately.

Summary

Overall, the additional information does provide reassurance that ecological matters have been understood and planned for in a sensible manner. The vast majority of issues can be best dealt with via suitably-worded planning condition requiring the provision of a site-wide detailed ecological mitigation and enhancement plan.

Natural England

The application site is within approximately 200m of habitats which form part of the Portsmouth Harbour SSSI this SSSI is part of the Portsmouth Harbour SPA and is a Wetland of International Importance under the Ramsar Convention (Ramsar Site. In response to the increased recreational pressure on these designated sites, the Solent Forum commissioned the Solent mitigation and disturbance project (SDMP) to assess current and future levels of recreational activity in the Solent and to model the predicted impacts on bird populations. NE has a statutory role in advising on the potential effects of development on

the conservation of SPAs. The conclusions are that there are a high number of recreational visits and modelled future increase is high. Lower bird densities are observed at areas with greater recreational disturbance. A high percentage of intertidal is subject to disturbance there was a significant correlation between visitor numbers and housing numbers near the coast in bands of 5km. In Southampton Water the model suggests that current levels of disturbance had a depressing effect on 4no. SPA species and that future housing scenarios would exacerbate this. Mitigation is therefore required to avoid significant affect, in combination.

The applicant has now provided sufficient information in relation to bats and birds and Natural England is also satisfied that adequate provision can be made on the site in the form of a SANG to mitigate the impacts of recreational disturbance in the form of dog walks, with benches and bins and information boards to encourage people to walk their dogs on site rather than go to the coast. The site may also be attractive for people in the local area to use thus reducing trips to the coasts.

As the 15 existing Listed dwellings were previously used as a permanent place of residence, despite being ancillary to the main Class C2 hospital, it is reasonable for the local planning authority as competent authority under the Habitat Regulations to decide that no contribution is required for these dwellings.

Amended information has avoided complicated calculations with regard to the likely age of retirement property residents and now have factored in a more evidence based calculation of discounting the impact of the retirement tenants by 47% which is the disturbance witnessed by the SDMP researchers related to dogs which is a more scientifically defensible calculation. Use of The Paddock and Memorial garden leaves them just short on SANG provision, hence there is a need to ensure there aren't dog prohibitions in place for the central airing grounds so this area can also be factored in as mitigation space. Mitigation will need to be secured in perpetuity, with no pets allowed in the retirement properties (to minimise need for mitigation) with detailed management and monitoring to be agreed by the Local planning Authority and NE. Should payment to the SDMP be possible in the future then the dog ban could be lifted. The Paddock should be subject to a staged cut before use to protect reptiles.

RSPB

No response received.

Environment Agency

No objection, following the submission of supplementary flood risk information. The Agency still has concerns regarding the adequacy of the wave over topping analysis but is satisfied that this risk can be managed through planning conditions.

Gosport Borough Council should satisfy itself that the Sequential Test has been adequately demonstrated to the requirements set out in the NPPF para 101 and para 3 of the Technical Guidance to the NPPF. Request conditions relating to the submission of a programme of works in relation to flood risk, details of foul

drainage, details of surface water drainage for the site based on sustainable drainage principles, a remediation strategy to deal with land contamination, details of piling or foundation designs and a working method statement to cover all construction and demolition works.

East Solent Coastal Partnership

No objection. Amended Flood Risk Assessment is acceptable and demonstrates how the development has been designed in compliance with the National Planning Policy Framework. The coastal defence assets in this area are formed by sloping concrete and stone block seawall with a raised wavewall behind. The wave wall is of inconsistent construction with gaps along its length. Recent modelling has demonstrated the area is at risk from wave overtopping therefore a package of measures should be provided to manage residual risk. Conditions required to deal with design, construction, operation and maintenance of on-site flood defences and details of flood resistance and resilience measures to include those buildings identified at residual risk from wave overtopping and measures to ensure underground car parking areas remain safe in the event of a flood. Appropriate flood warning and evacuation plan also recommended.

Southern Water

There is inadequate foul and surface water drainage capacity to serve the proposed development at present. Discussions are continuing with applicant. Conditions should be attached to require provision of adequate sewerage infrastructure to mitigate the risk of flooding to existing properties and land. Additional off-site or improvements to existing sewers will be required. The exact position of the public sewers should be determined on site before the layout of the development is finalised. Informative to be attached stating no development or new tree planting within 3 metres either side of the centreline of the foul and surface water sewers and all existing infrastructure to be protected during construction, no new soakaways within 5m of a public sewer and that a wastewater grease trap should be provided and maintained on any commercial kitchen waste pipe or drain installed. Due to new legislation regarding future ownership of sewers it is possible that a now public sewer could be crossing the site, therefore, should any sewers be found during construction an investigation of its condition, number of properties served and potential means of access will be required before any further works commence. Arrangements will need to be in place to manage and maintain any SUDS. It is understood that surface water is generally to be discharged to the sea outfalls at various points across the site and two options for foul water are being discussed, run foul drainage to the south west of the site and upgrade infrastructure if necessary, or have foul water storage and limit the outfall rate. The former is the preferred option.

English Heritage

Haslar Hospital is one of the finest functional buildings of Georgian England and rightly graded at II*. The current scheme by Our Enterprise Haslar is generally respectful and suggests appropriate uses for the old buildings. New development is restrained and would not out-compete the old. This application, which has been long in the making appears comprehensive in its approach but still lacks much detail which could have been expected by this stage, even in an outline application, to address the issue of viability. In the absence of that detail, it is only

the overall desirability of proceeding with a general scheme which formally justifies the loss of one of the Zymotic ward blocks (NPPF para 132), and your authority is urged still to consider, in regard to viability, whether 'all reasonable steps' have been taken to 'ensure the new development will proceed' in the form proposed (para 136). Should you be satisfied on these heads we recommend that approval is given under strenuous conditions to ensure the quality of the resulting development.

The Royal Naval Hospital, Haslar was founded in 1745 on a 95-acre site as the main medical site for Portsmouth Dockyard and the surrounding installations. The main hospital building was started in that year and completed, though not to the original plan, in 1761. 2,100 patients could be accommodated. This building largely survives and is listed Grade II*. It is one of the most impressive public buildings of its era and still dominates the site. Despite the near-complete separation of the peninsula from the rest of Gosport, it is one of the Borough's most significant heritage assets. Uniquely for a service building in these parts, its grounds are registered as a historic park and garden (Grade II), which recognises not only their formal character, but their therapeutic role. The conservation of such a site needs therefore, to perhaps a greater extent than elsewhere, to keep the balance between buildings and open ground as much as to conserve the fabric itself.

The original site was sharply defined by high walls and laid out symmetrically around the main building. To the southwest near the perimeter is a fine terrace of officers' houses and their gardens (1796). To the south, along the seafront and outside the original wall, later development included blocks for the mentally ill and, eventually, for the contagious who had initially been quarantined in tents beyond the wall (the 'Zymotic' blocks). This area is relatively crowded, but there is quality to the landscape still, since it contributes to the formal axial layout and also to the recreational area to the south, which is visually open to the sea. The heritage assets here may not be individually listed but your authority has good advice that they are covered by curtilage, and it is on this basis that one of the present applications has been lodged to encompass some removals, such as one of the Zymotic blocks.

In the 20th Century the site acquired a civil function as the local hospital, alongside its service use, and for this reason its closure (mooted 2004, made final in 2009) was extremely controversial in the locality. By this time the site was 23 hectares, with 75,000 sq m of buildings. There are 13 listed buildings in all, and the site in addition to being registered is also a conservation area. It is still surrounded by other service or corporate sites (QinetiQ to the northwest, Fort Blockhouse to the northeast, etc.).

Thus even within Gosport's magnificent portfolio of defence establishments Haslar is outstanding, and fully justifies the time spent in bringing the current case to a state in which a responsible decision can be made.

The proposal has been lodged by Our Enterprise Haslar, as a mixed use development. Their bid was, it is thought, successful in the Defence Infrastructure Organisation's sales process because of a commitment to provide health care in

some continuing form. Over the last three years the scale and character of this scheme have been extensively debated. To consultees it remains obscure how far the requirement for 'prime use' of the site to be for the purposes of health or care is still being met in the proposals, though I note the consultee response from Planning Policy which regards this Plan Policy as being broadly met.

From the point of view of conservation, health use is possibly the type of 'original use' which, in many instances no longer suits historic fabric, which may be physically or even psychologically inadequate. Nevertheless the historic use involved sufficient gradual compromise for parts of the main hospital building to be well adapted to some health uses, if that is the decision. As yet, we have no details on what a more technology-heavy health use might require and the working assumption is that the range of health uses will fall short of those which might require major alterations.

In the rest of the site, the major question posed by the drawings for the planning application - even though mostly submitted for illustration only - is whether the story of the site would be adequately told by what would remain, and whether the remaining buildings and the landscape would be compromised by new build or layout. On the whole, the impression now given by the development in this respect is good. The amount of development shown is substantially less than was envisaged at one time, for example the quantity proposed by those attending the Enquiry by Design, reflecting the cost assumptions made by Defence Infrastructure in 2009. That quantity, however, well exceeded what the registered landscape should be asked to carry. For this reason, it is of great importance that this present scheme is viable and brings the site back into an ordered renovated state to a single plan.

During consideration and negotiation, the question of whether this is an 'enabling' scheme inevitably came up. It would have been necessary for the developer to argue this, while the demolition of all the Zymotic blocks was proposed (as it was for some time), in view of their contribution to the history of the site and to the conservation area; and it remains possible to see the application as in breach of policy on the health question (as mentioned above), although that is not argued in this response.

With the application in its final form, there are general agreements that this is not technically an enabling application. Nevertheless, the overall question of the applications viability is clearly relevant, not least because of the contention that the development would not be sufficiently profitable to go forward if it contained any affordable housing. The omission of affordable housing is, typically, a concession made by an authority to assist in bringing viability to a marginal scheme, or in reducing the amount of new development required in a scheme which has other public benefits to deliver, i.e. which is in some sense enabling.

Your authority has had advice from the District Valuer on the viability of the scheme, and this advice (in regard to the version of the scheme which would have no affordable housing on site) is generally reassuring. However, it is inevitable in an outline scheme that substantial areas of uncertainty persist, and these areas throw into strong relief the need to control the quality of both

renovation and new build, at the stage of reserved matters and detailed listed building consent applications.

The submitted Design and Access Statement illustrates some of the ambiguities glanced at above. In Section 4, 'Evaluation', it analyses the character areas of the site in turn, illustrating most of them with a series of 'Design possibilities'; some of these represent the option which is actually presented in the overall site drawings, but others do not (for example Area 3C, where the design possibilities envisage demolishing both the Laundry and the Pathology Lab). The Addendum to the DAS (submitted in January this year) did not correct this uncertainty, although the 'Design possibilities' were in some cases tweaked – even though by then the preferred option was in most cases agreed.

The principal published document on the applicants' design intentions therefore still exhibits alternative plans which include some, such as the version of the Zymotic site which would demolish all of the wards, that would be *prima facie* contrary to policy.

This reinforces the paramount need for robust negotiation of the reserved matters and the Section 106 agreements covering phasing and release, as well as the listed building consent for demolitions and those not yet submitted for particular buildings.

The Demolitions (appn 14/00592/LBA where applicable)

The site has a fair amount of recent development which, on the whole, it would be a distinct advantage to remove it because it has no architectural quality of its own and makes little attempt to fit with the character of the site. Much of this falls outside the listed building or curtilage provisions (by being detached but also more recent than 1948). In that case demolition would, in the past, have been covered by Conservation Area Consent; now, it requires a specific planning application or sufficient indication, under an application, of the particular requirements surrounding those demolitions. I assume 12/00591/OUT is adequately supported in this respect.

The Cross Wing of the Main Hospital is a conspicuous exception to either case as it is attached to the II* build and replaced the centrepiece pavilions of each outer wing. It cannot be covered simply by a general consent for curtilage demolitions. The removal of this structure would be a great improvement to the site, and we await a Listed Building application that illustrates in detail how this removal and reconstruction would be achieved.

The advice of the Head of Conservation that this element of demolition should not be begun without a detailed listed building consent for the area to be restored is obviously crucial. The exact extent of earlier survival may be unclear, and perhaps drawings of the exposed faces cannot yet be produced, but a 'best guess' at how much will need to be reconstructed could nevertheless be made. It is striking that the method of this major removal has not yet been agreed, and it therefore has yet to be costed in detail.

The Repair and Conversion Element

The figures confidentially submitted suggest that the assessment of the repair

costs has tended to the lower end of the likely range. These costs are unsupported at this stage by detailed working such as might be provided by a conservation architect, and the detailed work on the new internal arrangement and servicing has also not yet been done, leaving substantial uncertainties on the approach and its costs.

We recommend that work to ascertain accurate costs is commissioned from specialists as soon as possible and well in advance of the confirmation of the reserved matters.

The Landscape

A major benefit of the scheme as it is now presented in the absence of new build within the Airing Grounds, and the respect shown to the pattern of building and space along the south side of the site. This could by no means be assumed on some readings of the cost equations (as mentioned earlier), and has fuelled the examination of viability. So long as your authority is satisfied on this head, the scheme would appear to offer significant benefits for the recovery of the registered landscape.

I know that the Head of Conservation is well aware that this is an unusual landscape in being functional, and that in its earlier year's one of its functions was to house those patients who could not be saved. Graham Keevil has done valuable work of investigation into the existing records on landscaping in general, but the burials were never fully recorded. Detailed schemes of archaeological investigation would still be needed for all new building, and in some areas (notably the excavated car parks) the digs would have to be very extensive.

Detailed Comments on Areas

Area 1: The Hospital building is a severe brick construction with little embellishment, but in its original state it had quality from the sheer regularity and solidity of its construction and the skill of its bricklayers and glaziers. The regular form can be recovered by selective demolition, not just of the Cross Wing but the lift shafts (with appropriate recording). Within the wings the new layout of accommodation must be served by new circulation shafts, and this is currently under discussion which seems to be going in the right direction.

Perhaps more important to stress, therefore, is the consequence of even a slight change of intention towards the repetitive details which should, after refurbishment, help to return the sense of overall consistency to the building. Chief among these is the fenestration, which was once all timber, single-glazed and sashed. The decisions on the form and quality of any enhancements and on the repair regime for the originals will make a substantial difference to the costs.

In general, the way in which the setting of the Hospital would be treated is satisfactory and an enhancement of the current state. At present the site is recognisably a hospital in the familiar, but unflattering sense – i.e. it is obvious that the buildings have been put just about anywhere, in defiance of a once rational plan. The current intention to free up all of the major axes, especially along the north and south faces of the building, is to be welcomed. In the particular case of the quadrangle, the loss of the Cross Wing is the clearly the

main event. However, in negotiation we accepted only reluctantly the need to access the underground parking by ramps passing across the open arcades of Blocks A and F, and we have yet to see how this would look in practice and in detail.

Area 3D: This area has significance chiefly for its visual weight in relation to the Airing Grounds and the Officers' Houses. The Airing Grounds are astonishingly generous in scale after the concentrated northern end of the site, and this spirit needs to be retained; the terrace needs to be appreciable for its refinement and slender proportions. By and large, with blocks of the scale and configuration now suggested I think this area could be acceptably developed along the suggested lines. However, as this is one of the areas in which further development might occur if the books do not balance, the overall height of these blocks is important: it must remain well below that of the terrace.

Areas 3E and 3F: Here new blocks of deferential height and disciplined design would be acceptable. It is important to be clear that a link from the new block in 3E to the proposed hotel formatted from the existing buildings was considered in negotiation and rejected (whatever might have been the functional arguments) because of the primacy of the vista along the south side of the Hospital. This principle will need to be maintained.

Area 7B: I agree with the Head of Conservation that the scheme now shown on the general plans, which would remove only one of the Zymotic ward blocks, is acceptable in all the circumstances, i.e. as a means of delivering the scheme for the whole site. I trust the detailed working out of the costings will reveal that this loss is thus justified. We cannot know soon enough what the repair of the remaining ward blocks would cost, as these are clearly in need of attention. Importantly, the new blocks proposed for the area would now not be too dominant and this is the key to the acceptability of the design in this area.

Conclusion

The scheme is attractive and appears to have been well-considered in outline. It does not propose an amount of new build which the site could not accommodate, nor would individual new buildings dominate or degrade the settings of the adjacent older buildings or the landscape in which all are set. However, major questions of repair and reinstatement have not yet been covered in what has been submitted and there has not been much publicly-available evidence that they have been solved. There is therefore a great emphasis on the reserved matters phase, and on the listed building consent applications which must accompany it. It is recommended that this application is approved but under stringent conditions requiring agreement to its phasing and to the submission as soon as possible of detailed costs and method statements for repair and reinstatement of the historic buildings and landscape.

Please consult us again if any additional information or amendments are submitted. If, notwithstanding our advice, you propose to approve the scheme in its present form, please advise us of the date of the committee and send us a copy of your report at the earliest opportunity.

English Heritage (Specific comments on Variation/Removal of condition application reference 14/00192/VOC)

The application should be determined in accordance with local and national planning policy guidance. The status of these buildings should be considered in relation to the overall scheme for the Haslar site, which will be heavily dependent, if it receives Outline planning permission under reference 12/00591/OUT, on the linkage of its elements through suitable legal agreements. Without this linkage, the permanent use of these properties as residential accommodation could be considered as premature.

The Gosport Society

- 6 We are satisfied that suitable conditions have been recommended by HCC Archaeology to safeguard any archaeological deposits that may be unearthed during demolition and excavation. Retention of two Zymotic buildings is welcomed. Retention of the Pathology Laboratory is also welcomed but there is concern about the proposed use for community purposes whereas Errol Hall is now proposed for use as restaurant/pub. The uses should be swapped. We still have concerns that the Listed gardens to the Officers' Terrace could be inappropriately divided. Query the Class C2 use proposed for buildings 101, 102, 104 and 19 as these flats are separate from the main institution and attached facilities. How will the care package work? Conditions should be attached to control the uses. Note that a condition will be attached to require a Construction Traffic Management Plan (CMTP). We remain concerned about the impact of HGVs on local roads, particularly the junction of Haslar and Clayhall Road, Fort Road and over Haslar Bridge and the impact on the main routes in and out of Gosport at peak times. Note that likely traffic flows have been estimated to be lower than when the site was operating as a hospital but concern remains as car ownership has increased as has on street parking in the local roads. Concern expressed whether on site parking proposed is sufficient and query whether operators have been secured to operate the continuing care, health care, care home and hotel elements of the proposal? Support amended proposal to only construct one hotel at the site. The Gosport Society is very keen to see development at Haslar begin as soon as possible and whilst we feel progress has been made we still have some concerns as outlined above.
- 6.1

Victorian Society

No objection to amended plans. Loss of Pathology building opposed in original plans.

Garden History Society

Defer comment to Hampshire Gardens Preservation Trust

Hampshire Gardens Preservation Trust

No objection. Satisfied that the proposals for demolition and rearrangements are subject to the control and guidance of the Council's Conservation Officer. In respect of the landscape proposals, any proposals should use only traditional materials and detailing and avoid concrete or man-made products in a special environment like this. Conservation management plan is a thorough study. It would be good to see the historic landscape restored.

Hampshire and IOW Wildlife Trust

Reflect comments of Natural England and Hampshire County Council Ecology in terms of original submission in respect of bats, birds, badgers, vegetation and recreational disturbance. The recreational disturbance issue has yet to be resolved and the applicant should establish an appropriate level of contribution in order to mitigate impacts on the designated sites. Attempts to retain the orchids on the site welcomed since we consider that this will be the most successful way to maintain the viability of the species. We also welcome the proposals to carry out further bat survey work at the site but consider that this work should include autumn swarming surveys, especially given that the culverts were inaccessible for health and safety reasons. We do not consider that a single walkover survey, carried out in December will be sufficient to establish the status of breeding birds at the site and recommend that further surveys are carried out during 2014.

Care Quality Commission

Not within remit to comment on planning applications.

No response has been received from Scottish and Southern Energy, Crown Estate,

Queens Harbour Master, Hampshire County Council Public Rights of Way or the Emergency Planning Officer, and, in respect of the Listed Building Application, specifically, no response was received from the Ancient Monument's Society, Council for British Archaeology, Society for the Protection of Ancient Buildings, Twentieth Century Society or the Georgian Group. Comments on the Listed Building application from English Heritage, HCC Archaeology and The Gosport Society are incorporated above.

Response to Public Advertisement

Outline Planning Application 12/00591/OUT

2 no letters of objection to original plans

Issues raised:-

- Mode of press, and length and timing of overall, publicity
- Has correct ownership certificate been signed and why are there no plans showing HCC's ownership?
- Demolition works to the main hospital will be the subject of a separate application for Listed Building consent which defers consideration of controversial aspects
- Reduction in local bus services
- Predicted traffic flows are lower than when the hospital was operational, however, car usage has increased and there is more on street parking
- Statement that occupiers of the retirement units will not have cars is unrealistic
- Junction of Haslar with Clayhall Road requires improvements
- No indication of how or which route will be used to transfer waste, concerned about noise and disturbance and vibration and damage for residents
- Local roads and Haslar bridge not suitable for transfer of waste
- 5 year timescale seems optimistic can size and weight of vehicles be

limited by condition?

- Travel Plan does not reflect difficulties of access and egress along Fort Road Clayhall Road and Haslar Bridge
- Zymotic buildings don't look in imminent risk, has accurate evidence of their condition been provided, modern buildings will be susceptible to coastal location as quality of materials poorer, impact of replacement buildings on views
- Concern about height and mass of proposed replacement buildings
- If Zymotic buildings are demolished and redeveloped, there should be no building on the south east corner of the airing grounds
- Existing boundary walls should not be demolished or substantially altered
- Loss of Pathology building
- Access to the Paddock and Memorial Garden should be pedestrian only with gates locked overnight.
- Has impact on wildlife and local residents from increased use of the Paddock been assessed?
- Appropriate access required for people with disabilities
- Retail unit will create a monopoly which will result in high prices, traffic, impact from visitors to it not assessed
- Loss of mature trees
- Reports incorrect about Roman activity
- Query price land sold for relating to residential development along the waterfront?
- Query support given at public events and proposals presented there compared with the formal application submission
- What happens when the supply of veterans ceases?
- Will four storey development be too bulky
- Will there be affordable housing on site?
- Has level of land contamination been established?
- Query number of jobs provided and wage comparisons with previous jobs on site?
- Risk to workers from infectious diseases at Zymotic
- Is existing drainage system fully understood?
- Will occupiers of affordable housing cause antisocial behaviour problems for occupiers of the retirement flats?
- The social role emphasized by the NPPF is a cover for provision of housing for immigrants and is the term 'inclusive and mixed communities' a disguise for immigrant housing?
- Is this Brownfield land?
- The developer deliberately submitted the application before the new Local Plan is in place
- Any consent issued should be personal to the applicant to prevent sale of the land at a considerable profit
- Controls should be in place to control occupation
- Is a pub restaurant appropriate for the Laundry building given its location?
- Is the Mortuary Chapel suitable for a café?
- Query end occupiers - will this meet what applicant is proposing in the context of national policy objectives?

5 no letters of objection to amended plans

Issues raised:

- Demolition of part of the Pathology building and existing wall is unacceptable
- Enquiry by Design concluded that any use of the site had to strictly adhere to its historical importance and the local structure and transport plans and it was considered to be of little commercial value. It was recommended that the site house a closed community such as a veteran's village and this was reflected in the price by the MOD. The current owners obtained the site before this could be agreed and implemented. Our service charities do not want another care home. The commercial uses proposed would jeopardise the historic importance of the site and would not reflect the conclusions of the EBD or fit in with the strategic and transport plans. The site should become a veteran's village.
- Consideration should be given to the location and design of windows in proposed buildings 109 and 108 given the proximity to the Immigration Centre's perimeter security CCTV to protect the privacy of the prospective occupants
- Late night vehicle movements to the Centre should also be considered when the buildings are being designed.
- Object to any pedestrian or traffic access to or from the site onto Dolphin Way. Turning area at the seaward end of Dolphin Way would be preferred.
- Extra traffic generated by the development
- Bus services not clear, no direct route to Alverstoke from site and the bus from the site only goes to the town centre. No.11 service only runs every 2 hours. Note the Travel Plan will encourage use of public transport thus generating more funding to improve services however service should be improved first
- Although the highway authority has noted that traffic flows will be lower at peak times than when the site was an operational hospital, car ownership and on street parking has increased and this has been ignored. Cars and vans are now parked close to the junction Haslar/Clayhall Road interrupting the free flow of traffic
- Large shortfall of on site car parking which could result in overspill onto Haslar Road. Adequate car parking should be provided.
- Hope that when the Construction Traffic Management Plan is drawn up the Local Highway Authority will consider the effects of heavy goods vehicles passing so close to resident's houses, including the extra noise, pollution and vibration and highway safety.
- Pleased to note that two of the Zymotic buildings are to be retained therefore view will be less impeded and views along Haslar wall will be softened.
- If the Paddock and Memorial Garden are to be opened to the public this should apply to pedestrians only and the proposal to lock the gates from dusk until dawn needs to be a condition of the approval.
- Concern remains about impact on wildlife and possible noise and nuisance for local residents as a result of public use of the paddock area and some mitigation measures should be considered

- Previous concerns not addressed by amendments
 - Phasing plan showing three phases of development implies the development period is longer than 5 years which will have an impact on highway safety and the amenities of local residents from construction traffic and waste. Alternative routes by sea not feasible. Impact of this has been underestimated.
- 7
- Queries raised about application description on application form and public advertisement material and number of Continuing Care Retirement units, number of part and full time employees and opening times for the commercial units
- 7.1
- Has the risk of flooding and drainage been properly addressed?
 - Is it correct that there will be no on site social housing?
 - Has all submitted documentation relating to contamination been made available to the public?
 - Has increase in number of dwellings from 306 to 316 been properly assessed?
 - Query impact of Class B business uses on residential occupiers and whether floorspace of hotel will increase now that only one is proposed?
- 7.2
- 3no. letters of support to amended plans
Issues raised:
- Buildings need to be put back into use before they suffer further deterioration.
 - Practical for the developer to focus on the hospital building rather than preserving every building on the site
 - Increase in lorry traffic during construction is noted but afterwards the traffic will not reach the levels of then the hospital was operating
- 7.3
- Plans to retain the church which is an important community asset are supported
 - Significant new employment welcomed
 - Hopefully the redevelopment will facilitate a new diverse community with a similar pride in the place as when it was a hospital
 - This is a wonderful site that represents part of the country's heritage and the plans offer the opportunity to bring the site back into life and inject money and business to the Gosport area.
 - Recognition that change is necessary and financial and commercial considerations are necessary to ensure the heritage is not eroded to achieve the vision of Haslar becoming an active and vibrant site again
 - Support plans for new care, retirement, residential and business community.
 - In the main the plans are sympathetic to the site's heritage and particularly welcome is the sensitive use of the Georgian and Victorian buildings, restoration of the quadrangle, considerable retention of historic open space and removal/replacement of some unsightly late 20th century structures.
- 7.4
- Pleased to note retention of Pathology building
 - Some mixed feelings about the Zymotic area as the new proposals do not maintain the uniform symmetry to the frontage which is a high price to pay to retain two crumbling buildings

- Reservations about the change of use of Errol hall and the Pathology laboratory may be better suited to for a catering use
 - Some of the air raid shelters should be retained
 - Haslar Heritage Group wish to occupy the proposed Haslar Heritage Centre in the former medical stores building in the north corner of the site adjacent to Haslar Road to provide interpretation of the site education and a small archive
 - Hopeful that use of the church continues
- 7.5
- Connection with Surgeon Commander Edward Atkinson DSO AM RN medical officer on Captain Falcon Scott's ill-fated Antarctic exhibition should be commemorated at the Pathology Lab
 - Consideration should be given to retaining Errol hall as a community asset as it could cater for many uses such as club meetings, music, theatre etc.

Listed Building Application 12/00592/LB

2 letters of objection to original plans

3 letters of objection to amended plans

Duplicate letters to those submitted in response to the Outline application therefore no additional issues to raise

Application to Vary/Remove conditions 14/00192/VOC

1 letter of support

Issues raised:

- 7.6
- residential use is the most appropriate use for these buildings
 - given the siting of the building, the occupation of terrace properties will not compromise the comprehensive redevelopment of the Haslar site
 - occupation of the buildings will prevent further deterioration and will help to reduce renovation costs for new owners
 - occupation of the properties will mark the first stage of the comprehensive redevelopment of the site, which will help the site become an integral and vibrant part of the community
- 7.7

Relevant Planning Issues

Outline Planning Application 12/00591/OUT

- 7.8
- Under the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 all applications are required to be determined in accordance with the provisions of the Development Plan in force in the local area at the time of determination. As set out above, the Development Plan comprises the Gosport Borough Local Plan Review, with appropriate weight given to the Draft Local Plan and the guidance contained within the NPPF and NPPG and other material considerations to which appropriate weight should be given.

- 7.9
- The NPPF states that Local Planning Authorities 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.

- 7.10 The Local Planning Authority is required to consider the application proposals in accordance with the above objectives and assess the acceptability in land use planning terms, and the proposed quantum of development and mix of uses proposed under the Outline application and its potential to contribute to sustainable regeneration of the site; whether the development can be delivered without prejudicing the character and appearance of this unique site, in particular the features of special architectural and/or historic interest and setting of the Listed Buildings, whether the proposals will preserve or enhance the character and appearance of the Conservation area and Listed Park, the impacts on the wider visual amenities of the area and the interests of archaeology. An early consideration is whether the proposal is policy compliant or whether there is a conservation deficit which requires the consideration of 'enabling' development that is development that would not normally be approved to facilitate the development of the site. Further considerations include the impact on the amenities of existing and prospective residential and commercial occupiers and the environment, whether appropriate provision can be made for access, servicing and motor vehicle and bicycle parking, refuse storage and collection, the impacts on the interests of nature conservation, provision to deal with flood risk and the question of viability and deliverability.

Mix of uses

- 7.11 The Gosport Borough Local Plan Review is the Statutory Development Plan and Saved Policy R/CF2 needs to be addressed. In the applicant's Planning Statement there is an assertion that this Policy has been overtaken by events, with the closure of Haslar Hospital in 2009 and the re-provision of acute health services to Queen Alexandra Hospital in Portsmouth. The Council acknowledges that the whole of the Haslar Hospital site does not need to be used for health and community uses, rather this Brownfield site should be a health and care led mixed-use development. This position is reflected in the Draft Local Plan Policy LP6 which is also a material consideration when considering this proposal. The application is strictly a departure from Local Plan Policy R/CF2 but it also needs to be considered against the more up to date Policy LP6 of the Draft Local Plan.

- 7.13 The provision of a Continuing Care Retirement Community (CCRC) which includes communal and support facilities, and into which the proposed health centre is integral, in broad terms meets point 2(a) of Policy LP6. Following the submission of additional information from the applicant about the care package arrangements, it is considered that the proposed facility will fall within Class C2 and the number and nature of occupation of the units and the provision of the support facilities can be controlled through planning obligation so that any change would be subject to the need for further permission. Although the age of the intended occupiers and any controls that will be placed on this by the operator are not known at this stage, it is the element of care that defines the planning Use Class. Occupiers of differing ages would generate different planning considerations to purely elderly occupiers through, for example, demand and use of open space and education and these issues are considered below.

7.14 It is still likely that a substantial amount of the accommodation may be used by the elderly so Saved Local Plan policy R/H8 is also particularly relevant. The provision of on-site facilities will meet criteria i) whilst the extensive gardens will meet criteria ii). As this is an Outline application a judgement is not possible on criteria iii) which is a detailed design matter. The applicant advises that there is demand for this facility in this location and the Council has no evidence to the contrary.

The applicant has indicated that the CCRC will be brought forward in Phase 1 of the development which is acceptable in the context of achieving a mixed use development for the site and this timing and its retention will be controlled under the planning obligation. As such, it is considered that an exception to Saved Policy R/CF2 is appropriate in this instance and the proposed CCRC meets the requirements of draft Policy LP6 and Saved Policy R/H8. The provision of a 60 bed care home on the site would also accord with these Policies.

7.15 It is not yet clear how the Health Centre would operate in terms of the facilities it would offer, however, the applicant has indicated that the Health Centre will provide primary care and associated services to the on-site residents and the wider community and has also indicated a possible mix of operators. The wider community use would meet the requirement of policy LP6 and would to a degree mitigate some of the loss of medical facilities and therefore, together with the re-provision of facilities at the Queen Alexandra hospital, would address some of the issues raised by policy R/CF2. The provision and retention of the health centre as part of the CCRC and the accessibility of the facilities by the wider public will be secured under the planning obligation.

7.16 Whilst the adopted Local Plan Review makes no provision for residential development on this site, Draft Local Plan policy LP6 point 2(e) points to the provision of up to 300 dwellings if it can be demonstrated that it is necessary for enabling the other medical, health and care uses on this site and that it is appropriate to the character and setting of the Hospital site. This application proposes 286 Class C3 dwellings, including the 15 existing Listed ancillary residential units, which in terms of the quantum is acceptable. The confidential financial appraisal submitted by the applicant demonstrates that they are necessary for enabling the other medical, health, care and other uses on the site, given the significant demolition, remedial, renovation and refurbishment and other costs associated with this development. The applicant has indicated the majority of the Class C3 dwellings will be developed in the third Phase and a planning obligation will be used to control the timing of delivery alongside the other uses proposed to ensure the delivery of the mixed use scheme.

7.17 Policy R/H4 of the Local Plan Review provides guidance on residential densities. This is a mixed use development involving the conversion of a number of existing buildings so it is not possible to provide a precise assessment of the density. At the most basic level the residential elements would provide a density of 13 dwellings per hectare but this does not take into account the other uses on the site. In this instance the setting of site and the design parameters are the key components of determining an appropriate density rather than applying particular

standards. Policy R/H4 also states the proposals for residential development should provide a mix of dwelling sizes and types to reflect the needs of those seeking housing in the Borough. It is considered that the development proposes an appropriate mix of uses in this location, given the need to respect the form of the existing built development.

7.19

Reflected in the Draft Local Plan is that the main area of need is for 2 and 3 bedroom units. Whilst this provision in this application is heavily biased towards 2 bedroom units it is recognised that the configuration of the existing buildings and the need to respect the character of the historic environment place constraints on the type of provision.

Draft Local Plan Policy LP6 point 2(b) encourages the reuse of buildings on the site for small offices and workshops. This application proposes to use the Water Tower (440 sq.m) the Laundry Store (933 sq. m), the early pathology laboratory (446 sq. m) and the Medical stores (1,665 sq. m) for Class B1 business units. The Gas Meter House is also proposed for B1 use. These uses would be in accordance with the Draft Local Plan policy LP6 2(b). The application indicates a total of 3977 sq. m of B1 uses and these would provide opportunities for job creation.

7.20

The application proposes a convenience store of 299 sq.m internal gross floorspace. The NPPF provides more up to date guidance than Local Plan Review Policy R/S2. The NPPF requires local planning authorities to apply a sequential test for main town centre uses that are not in an existing centre or not in accordance with an up to date local plan. The NPPF states that local planning authorities should require an impact assessment for proposals over 2,500 sq.m or a local set threshold. This is further expanded in the NPPG to clarify that the threshold is measured in terms of gross external area. The Draft Local Plan sets a threshold of 1000 sq. m (net). This application is accompanied by a retail assessment. This assessment asserts that it is not necessary to carry out a sequential test as the proposed retail development is intended only to serve local need.

7.21

When the whole scheme is built out it is expected to accommodate 1100 people. This number of residents and the limited retail offer in the vicinity will lead to a demand for local premises. The Draft Local Plan Policy LP6 point 2 (c) recognises that there may be opportunities to provide retail services to serve the site and the local community and therefore it is considered that a sequential test is not required in this instance.

7.22

Whilst the proposed floorspace is below the threshold, the retail assessment has looked at the potential impact of the proposed retail unit. This assessment has had regard to the Council's *Gosport Retail Study – Partial Update September 2011* which specifically looked the impact of a potential store at the Haslar site. The Council's study considered that based on a set of assumptions about the development mix on the site a retail unit of between 190 sq. m and 379 sq.m net sales floorspace could be accommodated on the site without any detriment to the Gosport Town Centre. The Retail Assessment accompanying the application has applied the proposed development mix to the formulas used in the Council's study and concluded that the site could generate a total convenience spend of £2.25m per annum whilst the turnover of proposed store would be some £1.6m

per annum. Given that these figures are broadly in line with Council's study, it is considered that the proposed retail development would not have an impact on Gosport Town Centre. To ensure the retail unit does not harm the town centre a planning condition will be used to ensure the gross internal floorspace of the retail unit does not exceed 299 square metres.

- 7.23 The re-use of Errol Hall for a pub/restaurant and the Mortuary Chapel, Medical stores and part of the administration block as a café accords with Draft Local Plan Policy LP6 points 2 (c) which allows for the provision of services to support the site and local community and point (d) allows for appropriate leisure and tourism uses. In particular the provision of a café in the administration block would provide a facility for those people who are walking along the seafront.

- 7.24 The NPPF states that when assessing applications for retail, leisure and office development outside of town centre, which are not in accordance with an up-to-date local plan, Local Planning Authorities should require an impact assessment if over locally set threshold. The Draft Local Plan sets a threshold of 2,500 sq. which is the same as the default threshold in the NPPF. However, Draft Local Plan Policy LP6 point 2 (d) refers to appropriate leisure uses. This is further explained in the justification text paragraph 7.128 where states that a hotel is considered appropriate for the site as it can utilise the assets of the site and has potential synergies with the health and care facilities on the site. The proposed hotel is therefore considered an appropriate use that would complement the mix of uses proposed for the site.

- 7.25 The application indicates that the former Pharmacy will be used as a Heritage Centre and part of the Medical stores would be used as a veterans' club. St Luke's Church would remain as a place of worship. These uses are also supported and would accord with Local Plan Review Policies R/CF3 and Draft Local Plan Policy LP6 points 2 (c) and (d). The provision and retention of the Heritage Centre and details of the lease arrangements and fitting out is proposed to be dealt with by planning obligation.

Impact on Heritage Assets

The historic character areas have been correctly defined in the Design and Access Statement (page035), and the analysis of each character area, as defined by the 'New Character Areas' on the same page is a useful basis on which to assess the proposals.

Main Hospital Quadrangle

- 7.26 The proposal to remove the cross link and install an underground car park (largely in an area already damaged by the Crosslink basement), and reinstate the landscape within this area (allowing for a subtly integrated entrance and exit to the car park) is the most outstanding enhancement proposal within the scheme and would return the monumental form of this space to its rightful dominance on the site. Although the detailed conversion of the main hospital requires separate Listed Building Consent, at this stage it has been important to identify that the proposed number of units and general internal arrangements could work without harming the special interest. A high percentage of poor quality late 20th Century hospital fittings and lightweight partitions divide up the historic internal spaces

7.27 and would be removed through this application. The number of residential units proposed appears achievable, and with the restoration of the centre pedimented buildings facing into the quadrangle from along the north and south wings, will positively enhance the building. The external fenestration is also proposed to be restored. The proposed medical facilities would be placed within the area of the hospital that has been most altered so no further harm would occur to the building (Block D).

Main Hospital Internal Yards

These internal yards were part of the original design to ensure the circulation of air and separation of wards within two parallel ranges around the hospital. The proposal to link the ranges by a glazed external stair and lift works well and avoids further harm to the historic fabric. With these being light in form and detail this will ensure the internal yards retain their open character. The removal of all of the later buildings within these inner yards would also be a significant enhancement.

Hospital Forecourt

The restoration of much of the historic landscape in the forecourt area will be an important contribution to the setting of the building. The proposal to pull car parking away from the main façade as shown on the indicative plans is welcomed. A pedestrian access point at the northern most corner can be achieved without harming the special interest of the Listed wall as it uses an existing window opening. The heritage centre could work well within the buildings at the north east corner. The single story ranges either side of the original main entrance lend themselves well to open plan internal use as proposed, and the four historic officers houses are appropriately proposed to remain as single residences.

Airing Grounds

7.28 The general arrangements of the proposed layout of the Grounds in this area are indicative as the footpaths around the Grounds will be expected to be more meandering in form to replicate the historic design. The internal road layout will be dealt with at Reserved Matter Stage but the removal of the section of road to the fore of the proposed Hotel (Building 22) and the St Luke's church shown on the indicative plans will increase the quality of the landscape, as will the removal of the tennis court in the centre of this area and replacement of the tennis courts towards the south west by a bowling green. The indicative planting also appears historically appropriate. Placing a new link road through the centre of the site between the Quadrangle and the Airing Grounds will help define the distinct areas either side of this route and also provide a clear connection through centre of the site that would be sympathetic to the formal planning of the original design.

Haslar Road Entrance

7.29 The proposed use of Errol Hall as a bar and restaurant would be feasible without harm to the internal fixtures and fittings of this former theatre. This use could also see the facilitation of the existing stage for performances, subject to appropriate licensing. The proposal to open out the entrance by removing some of the modern wall would not harm the site's character in principle, and the detail of how this is achieved whilst retaining an entrance feature will be taken forward as part

of a Reserved Matter application.

Service Area

7.30 This area includes five structures listed or listed by curtilage (Water Tower, Boundary Wall, Dead House and Mortuary Chapel, Pathology Laboratory and Laundry). The relationship of these buildings and their individual and group value has meant that there is limited opportunity to build any buildings of more than modest scale within their context. The applicant has indicated improvements to the parking and soft landscaping in place of new build, and a further section of the modern boundary wall is proposed to be removed, whilst indicating a section of railing to provide an appropriate link to the historic wall that formerly screened this area. The proposed uses will have limited impact on the historic buildings and their special interest and in principle the buildings are readily convertible to these uses.

Boiler House Site

7.31 The parkland within this area was almost completely replaced by car parking and the area remains dominated by the incinerator building. This area is low lying, noticeably lower than the main Airing Grounds. Screened by numerous trees the area also presented the developer with the best opportunity for new build. Extensive discussions have revolved around several forms of development to ensure that new build does not compete with the quality and presence of the Officers Terrace, Officer Patients Block, or Errol Hall. The developer has suggested an indicative form of buildings that when analysed in context does work in rhythm, form and mass. By bringing forward two wings from a range parallel to the boundary wall the developer has created an opportunity to build new parkland running from the Airing Grounds into this new quadrangle. This will include planting that will further recess the scale of the building within its context. Parking will therefore be incorporated beneath this new parkland as well as forming the ground floor of the proposed new build.

7.32 The two wings are shown sufficiently far from the key historic buildings not to compete in scale and it is accepted that the detailed modelling of the building and its material will be assessed at detailed application stage. The concept of a linear range parallel to the historic boundary wall to Haslar Rd would, in principle, be acceptable and could to some extent reflect the form of development across the road on the QinetiQ site. The scale of development in this area appropriately drops down towards Errol Hall in a layout and scale that accentuates the importance of Errol Hall and the Officer Patients Block, thereby enhancing the Conservation Area setting.

Medical Quarters Site

The historic buildings on this part of the site form a significant focal point. The Surgeon's Quarters is a landmark building and a highly significant backdrop to the open landscape with the character and feel of a small country house within parkland, which must have been the architect's intent. The quality of the fixtures and fittings (including a notable mosaic floor in the hall) reflect its status as officers' accommodation. While set in the Airing Grounds it also forms a key corner with its southern face aligned with the south range of the main hospital. The primary elevation of the Nursing Sisters Quarters is also aligned with the

7.33 main hospital. The rear elevation of the Nursing Sisters Quarters is more confused in its design and distinctly different from the balance of the principle façade and the form of the contemporary Surgeon's Quarters. Single storey covered links lead to the main hospital behind these quarters. South of the two buildings is a circular system of roads interspersed with lawns. A modern squash court is located to the south of the Nursing Sisters Quarters and apart from the Sentry Post on the western boundary, the only other feature of note is the WW2 air raid shelter close to the squash court.

The proposal to link the Surgeon's Quarters to the Nursing Sisters Quarters by a single storey, largely glazed, structure to create a larger 'upmarket' hotel complex could be achieved in principle whilst retaining the special internal and external historic and architectural character of the buildings. This will be analysed in detail under a Reserved Matters application but the modelling work carried out by the applicant indicates that it appears achievable. The proposed satellite building in place of the squash court could in principle be added without harming the setting of the area. The principle of a car park, softened by new planting, and designed to be on a geometric alignment would appear necessary to serve the hotel, and would have a limited impact on an area of the landscape heavily altered by the present arrangement of roads. The benefits of creating a cross site link road and pedestrian link to the promenade out way the retention of a short section of the covered way between the main hospital and Nursing Sisters Quarters.

Galley Site

7.34 The area covered by The Galley and associated building, is largely set within the former walled Airing Grounds for 'insane' patients. Most of the wall sections to the extremes of this area survive, as does a covered shelter for TB patients. The Galley buildings cut through the 1750s boundary wall and inappropriately cut into the setting of Canada Block and the airing grounds to its east. Although some parts of the existing building are built to a high standard, overall the existing complex has little regard to a number of key factors that defined this historic space. These were the importance of balancing development with the alignment of the south range of the main hospital, the importance of framing development in this area by the historic walls and placing buildings that respect the rigid geometry of the former insane patients Airing Grounds. The indicative proposal to site two 'L' shaped buildings mirrored within this space and balanced on the pediment of the link building between E and F Block of the main hospital will significantly enhance this area. The indicative layout, scale and proposed landscape treatment has the potential to make this an attractive development within the site.

Paddock

The importance of The Paddock as a burial ground is well known. The site is completely open and from its south and eastern boundary drops down in a north westerly direction to low ground east of adjacent to Clayhall and Haslar Roads. This lower area was the site of a creek separating the 'island' on which Haslar was later built. It was partially silted up by sometime in the 17th Century. Fresh and salt water ponds stood at this low point on The Paddocks in the 18th Century and an Engine House was sited either side of Haslar Rd when the Hospital was first built to provide fresh water for the site. The applicant respects this legacy and has proposed no below ground interventions. Conceptual simple informal

paths and a memorial to those buried within this graveyard are all that is proposed. This will reinforce the historic significance of this sensitive part of the site and is an appropriate proposal.

7.35 Haslar Terrace

No proposals are suggested under the Outline, Listed Building or Variation/Removal of condition applications beyond the use of the existing internal spaces as they currently stand: a mix of individual houses south of and including the Surgeon Rear Admiral's Quarters in the centre, and flats to the north. The proposals will therefore not harm the special historic or architectural character of the buildings or their settings. Any internal modifications will be subject to separate Listed Building consents. It is important to ensure that the terrace remains in its current form as part of the proposals.

Memorial Garden

The 1826 cemetery retains original planting (including some notable yew trees), all the historic paths remain or can be identified on site, and a number of historic burials also remain on site (especially at its south western corner). This cemetery forms a peaceful haven separate from the main Airing Grounds and Paddocks and has a distinct formal character. It is enclosed on all sides by red brick walls of varying height and separated from the Airing Grounds by a gated entrance. It is to

7.36 be retained in its current form.

Dormitory Blocks Site

Beyond the original historic wall to the main hospital, this area was used for many years as additional semi-formal parkland. Canada Block dominates the south western part of the area, and a new block linked to The Galley the north eastern part. The centre is dominated by a number of mature holm oaks and the large mid-19th century viewing mound atop which is a small summer house. Other smaller features of note are the timber shelter provided by the Needlework Guild in 1917, a shelter which appears to date to the 1920s near the extreme eastern corner of the site, and viewing platforms and air raid shelters built into or on the landscaped bund along the seaward side of the site. Due to the limited scope for new development in this area, it has been restricted to replacing the existing new build at the north eastern part of the site with two parallel blocks. These are of restrained scale to limit their impact from the seaward side and when viewed from the main hospital forecourt. The horizontal form of development along the seafront is a notable characteristic of the Haslar site when viewed from the sea. In principle, the indicative proposal appears to be an enhancement and the applicant has demonstrated through supporting detail that the new build will not harm the character of the Conservation Area, Historic Park, or setting of the Listed buildings. All historic buildings would be retained in this area and the proposed residential uses are appropriate in this location.

7.37

Zymotic Hospital

The Zymotic Hospital forms its own unique space separate from the core grounds of the hospital and discreetly set largely on a lower level south of the mid-18th Century boundary wall. It comprises three separate ward blocks and an office all of two storey height (the wards are built end-on to the seafront and the office building faces the seafront). One ward was demolished in the later 20th Century

- as originally the office was framed by two pairs of wards. All were linked by a covered walkway. Behind the office was a small kitchen/store close up to the boundary wall, and adjacent to a small opening in this wall through which supplies for the hospital could be passed. Various small ancillary buildings were located to the west (some of which remain), and a reception building once stood
- 7.38 between the office and the seafront. The Zymotic Hospital had its own gated entrance from Dolphin Way which still remains.
- The office and adjacent wards are in reasonable condition, whereas the eastern most ward is in poor condition. The various outbuildings are fragmentary, heavily altered, or of limited historic interest. Fundamental to proposals in this area has been the need to respect the scale of the existing buildings, the need for a detailed assessment of the importance of the Zymotic Hospital in its national context, and the importance for any new build to balance in scale and layout with the character of the area. The area also offers some opportunity for new build due to its isolated location away from the core hospital buildings. However, such development needs to have regard to the long views across The Paddocks, views from Clayhall Rd, the proximity of Dolphin Way, and the importance of retaining a horizontal form when viewed from the sea. This area has been subject to many
- 7.39 forms of development proposed during the course of pre-application and post submission discussions. The developer has proposed the retention of the office building and the adjacent ward blocks, and to balance these with a pair of new buildings that from ground level present buildings of sympathetic height and form. The indicative elevations of the proposed new build provide an appropriate
- 7.40 degree of intricacy which would work well with the 'multi-layered' and detailed treatment of the Zymotic Wards. The heavily altered kitchen block would be replaced by a long low intricately formed terrace that in volume would work well in the space proposed.

- The indicative scale of the proposed new build balances very well in the context of the key historic buildings and does not overpower them. The mix of old and new is in principle acceptable subject to retaining the prominence of the office and adjacent wards within the landscape, and ensuring the new build followed the rhythm of the historic. At the far south western corner of the site the applicant replaces one small ancillary building with a 3.5 storey block that aligns with the adjacent block on its north elevation and is appropriately spaced from this adjacent block. Although some buildings have been lost in this area, they are of
- 7.41 little significant merit and the benefits of the balanced design of the new build in enhancing the three key buildings outweigh the loss of the fragmentary remaining ancillary buildings and single Zymotic range. The loss of the Zymotic buildings will cause harm to the setting of the remaining Listed Buildings in this part of the site. Whilst there is a statutory presumption against development that causes harm, this harm has, however, been balanced against the other material considerations. The proposed replacement buildings are considered acceptable in terms of form and scale and are key in terms of viability and bringing forward the redevelopment of the site as a whole and significant weight has therefore been given to these considerations, along with the significant benefits of removing the crosslink and reinstating the formal landscaping and introducing public access
- 7.42 across the site which, in combination, outweigh the harm caused by the loss.

Promenade

7.43 The coastline along the Haslar seafront, being very exposed, has historically been the subject of significant and robust attention. On a plan of the mid-18th Century four long groynes lead out from the high water mark. In the mid-19th Century the area was substantially overhauled and received a new stone faced sloping breakwater using what appears to be newly cut as well as recycled Portland Stone with a concrete toe. Outfalls led from within the hospital grounds through points along this breakwater.

The Archaeological and historic assessment of this wall highlights its significance as an important feature on the site which the development does not propose to modify. Schematic landscaping is proposed along a new promenade and the details of a proposal for this area would be assessed at detailed application stage. The principle of a publicly accessible promenade is appropriate, as is the link onto the site close to Canada Block to ensure a degree of permeability into the Listed Park and the physical works required can be achieved without causing harm to the historic and architectural character of the Listed Buildings or the Listed Park or the character and appearance of the Haslar Conservation Area.

Haslar Hospital is a complex and nationally important historic site. It is also famous internationally and stands as one of the world's oldest purpose built naval hospitals. As such, the level of detail required to be clear that a proposal, albeit in Outline, would not harm the unique and exceptional interest of the site, has been significant. English Heritage has not opposed the principle of an outline with 'sufficient information' to support it, and there has been an acceptance that the detail can be determined at full application stage. This 'hybrid' approach is in line with constructive conservation. Haslar is also an exceptionally difficult site to address as the many historic buildings would be costly to convert to an appropriate standard, and further costs would include the demolitions, design and construction of the two underground car parks, sea defence works, and the need for archaeological sensitivity. The developer would also be required to build new development to a high standard to respect and work well with the quality of the historic buildings on this site. As indicated by the many character areas this very large site splits into numerous character areas: each of which require special care and attention and each of which have unique issues that have had to be addressed and will need further rigorous assessment at detailed stage.

7.44 The delivery of the key elements of the scheme and the detail will be controlled by planning condition and under the planning obligation. Key aspects will be the timing of each phase of development, the sequence of this development, and the importance of securing the repair and restoration of the many heritage assets whilst the development is underway. A design guide for new build and landscaping, as well as repair methodologies, would also be a sensible approach to ensure a consistency in quality and detail across the site. The developer has indicated that they can make this site work and the District Valuer has not countered this view. Above all, the removal of the cross-link and restoration of the form and detail of the main hospital and quadrangle will have a dramatic and positive impact at the heart of the site. The landscaped grounds will also be enhanced by additional planting more appropriate to the historic layout and design (over time poorly considered planting will be replaced with planting either to the historic pattern or more sympathetic to the overall historic concept). The

- 7.45 trees to be retained will be protected during the construction works by planning condition

It is considered that the proposed demolitions of the Listed and other relevant buildings and refurbishment and conversion works and new buildings and overall mix and quantum of development can be accommodated on this site without harming the special historic and architectural features of the Listed Buildings or their setting or the Listed Park or the historic and architectural character and appearance of the Haslar Conservation Area or the wider visual amenities of the locality, subject to the submission of appropriate Reserved Matter applications and use of appropriate conditions and planning obligations to control the detail and delivery of the works. The NPPF and supporting guidance, and planning policies, support the approach taken to this application and it is considered that there is no conservation deficit and that the proposals can be developed to accord with Policies R/BH1, R/BH2, R/BH3, R/BH4, R/BH6 and R/DP1 of the

- 7.46 Gosport Borough Local Plan Review.

The site is rich in below ground archaeology and conditions are proposed to be attached to the Outline proposal to ensure appropriate exploratory works are undertaken and finds are appropriately preserved and recorded, in accordance with Policy R/BH8 of the Gosport Borough Local Plan Review.

The arrangement and mix of uses on the site will provide opportunities for natural surveillance of both public and private areas. Subdivision of the existing open areas by significant additional boundary treatments would be inappropriate given the open character of the site and again this will help maintain open lines of sight.

- 7.47 Details of the hard and soft landscape works, including external lighting and any CCTV surveillance features and other street furniture, and the detailed design of buildings will be considered at the Reserved Matter stage and implementation and retention of these works will be controlled by planning condition. It is considered that these features can be provided without causing harm to the special interest features of the Listed Buildings and Listed Park or their settings or and character and appearance of the Haslar Conservation Area in accordance with policies R/BH1, R/BH3, R/BH6 and R/DP1 of the Gosport Borough Local Plan Review.
- 7.48

Impact on the amenities of existing and prospective residential and commercial occupiers and the environment

- 7.49 The applicant has demonstrated through indicative layout drawings and elevations that the buildings can be designed in such a manner and with appropriate fenestration detailing to prevent any loss of privacy to occupiers of the site. The mix of uses proposed is unlikely to generate any significant issues with noise disturbance, however, further consideration will be given to the location and relationship between uses and any noise prevention measures at the detailed planning stage and a condition is proposed to be attached requiring details of the proposed hours of operation of the commercial units to be submitted for approval.

Details of ventilation and extraction and refuse storage will also be dealt with at the detailed planning stage. Whilst the exact location of proposed uses is not

- 7.50 currently known, there is sufficient space on the site to provide adequate facilities for the quantum of uses proposed and that a satisfactory layout and relationship between uses can be achieved so as not to cause harm by reason of noise disturbance or smell, in accordance with Policies R/DP1, R/ENV10 and R/ENV12 of the Gosport Borough Local Plan Review. A condition will be used to control
- 7.51 the hours of operation of the commercial uses on the site in the interests of amenity.

- Local Plan Review Policy R/OS4 protects existing open space. The application site contains large areas of open space but there are no proposals to develop these areas so the application accords with the policy. Policy R/OS8 requires development proposals that result in a net gain in dwelling units to provide
- 7.52 appropriate provision for public open space facilities. These are detailed in appendix O in the Local Plan Review. This requirement only applies to dwelling units within Use Class C3. The proposal offers 13 ha of green space principally in the form of informal and semi-formal open space due the historic setting and associated Listed park and garden. The proposal also includes provision for a
- 7.53 bowling green. This provision would meet the need for other sports and would be particularly suitable given the likely demographic profile of the majority of residents. The amended proposals do not provide any sports pitches or children's play areas, however, it would not be practicable to accommodate sports pitches or play areas without compromising the historic setting of the site. In lieu of on-site provision, a financial contribution would normally be required, however, as the informal open space significantly exceeds the requirement of only 0.19 ha, and the site is the subject of a significant package of landscape works that seek to reinstate the original landscape concepts, where possible, and it is proposed that the informal open space be accessible by the public, it is considered that this would mitigate the lack of sports pitches and play areas in this instance and offer greater qualitative benefits to the wider community of Gosport. The provision and management of the on-site open space will be secured under the planning obligation. The proposal will also enhance public access to the coast by allowing the public access to the waterfront along the sea wall, in accordance with Saved Local Plan Policy R/CH2, and this too will be secured under the obligation. In terms of private amenity space, for the Listed existing residences, there is scope to amend the existing boundaries/access points if required, subject to necessary further permissions, to provide suitable space for the intended occupiers. The landscape proposals will create areas of communal private and semi-private open space for the occupiers of the residential apartments and all occupiers of the site will have access to the public areas of open space on the site.

- 7.54 The implementation of a Construction Management Plan (CMP) will be controlled by condition to prevent excessive noise, dust and vibration affecting adjacent local residents and prospective occupiers during the demolition and construction phase.

During the construction phase the key potential air quality emission sources are construction vehicle movement, excavation and demolition activities and material being transferred on passing vehicles. From preliminary assessments, the level of construction traffic has not been concluded as likely to have a significant adverse impact. As part of their on-going practice Environmental Health will continue to monitor air quality with the use of nearby diffusion tubes and will take appropriate

action under Environmental Health legislation should air quality objectives be affected. The proposal therefore complies with Policy R/ENV12 of the Gosport Borough Local Plan Review.

7.55 Noise and vibration is likely to arise from construction activities and vehicular movements to and from the site. To assess the impacts of noise, baseline data has been taken and an assessment made of construction phase activities. During construction, it will be possible to control the impacts from noise through appropriate measures as set out in the CMP. In addition, the timing of demolition and construction works will be restricted by condition. In terms of post construction noise, data has been assembled and assessed and it has been concluded that there will be no significant noise disturbance, particularly when compared with the previous operational use of the site. There is likely to be some 'breakout' noise such as van movements at night and noise associated with the commercial uses. The site is currently unrestricted in terms of its hours of use but to protect the amenities of the occupiers of the site, a condition has been attached requesting details of hours of operation for approval. Subject to the above condition the development will accord with Policy R/ENV10 of the Gosport Borough Local Plan Review.

7.56 The developer has demonstrated through a Preliminary Risk Assessment that the risks from existing land contamination have been identified and that, subject to further detailed analysis in some areas, adequate measures can be put in place to protect human health and controlled waters both during construction and occupation. A series of mitigation measures will be agreed depending on the type of contamination identified through the further localised studies and the receptors affected. The necessary further investigative and remediation measures will be secured by condition. Subject to appropriate planning conditions, the proposal complies with the NPPF and Policies R/DP1, R/ENV2 and R/ENV5 of the Gosport Borough Local Plan Review.

Access, servicing and motor vehicle and bicycle parking, refuse storage and collection

Taking into consideration the previous use of the site and proposed access arrangements, the indicative layout plans demonstrate that the proposed mix of uses and quantum of development can be accommodated on the site without compromising access to or the servicing of all units independently or the amenities of prospective occupiers or highway safety.

Overspill parking is unlikely given the enclosed nature of the site but it is imperative that sufficient parking provision is achieved within the site to meet the demands of residents, visitors and staff, otherwise there is likely to be inappropriate parking on the internal road network which would have a detrimental impact on the appearance of the site and its important heritage assets and its overall viability. It is necessary to ensure that adequate car parking is provided and retained and satisfactorily managed during the demolition and construction and operational phases of the development and this will be controlled by planning condition.

Resistance to the use of Dolphin Way is noted but this is due to heavy parking by

7.58 users of the adjacent Immigration Centre and concern that traffic from the development will impede the use of Dolphin Way by the Immigration Centre for detainee escort and emergency access. Details of the access points to the site, including to the Paddock area and Memorial Garden, will be considered at the detailed planning stage when the proposals will be subject to further public consultation.

The application site is located relatively close to the ferry pontoon and town centre links to Portsmouth with its railway and bus station and IOW ferries and the bus stops in Haslar road connect to the town centre.

7.59 Compared to the hospital, as operational, in 2008, there would, there would be a net reduction in peak hour vehicle movements of 591 two way movements during the morning and 145 in the afternoon. In considering this and that the majority of traffic is likely to enter and exit via the existing main access, the development will not have a harmful impact on traffic conditions in the locality. The measures set out within the Framework Travel Plan will be secured by planning condition.

The impacts on the interests of nature conservation

7.60 The planning application needs to be assessed in terms of the NPPF, the Local Plan Review and the European Birds and Habitats Directives as transposed in law by the Conservation of Habitats and Species Regulations 2010.

7.61 The Conservation of Habitats and Species Regulations 2010 (the 'Habitat Regulations') require the competent authority (in this case the Local Planning Authority) to carry out an appropriate assessment in circumstances where a site protected by European Law, underpinning the Habitat Regulations, is likely to be affected by a development. In this case those sites are the Solent and Southampton Water Special Protection Area (SPA) and Ramsar sites, and the Portsmouth Harbour SPA and Ramsar sites which are designated because of the species they support. Under Regulation 61(1) of the Habitat Regulations, before granting permission, the competent authority must undertake an appropriate assessment for projects that :

- a.) are likely to have a significant effect on a European site or a European offshore marina site (either alone or in combination with other plans or projects); and
- b.) is not directly connected with or necessary to the management of that site.

7.62 The proposal is likely to have an effect on the European site and therefore the three derogation tests set out in the Regulations must be applied and met. The three tests are:

- the activity must be for imperative reasons of overriding public interest or for public health and safety;
- there must be no satisfactory alternative;
- favourable conservation state of the species must be maintained.

7.63 Development of the site through the refurbishment and reuse of these unique

Listed Buildings of national importance and the provision of public access to the site is considered to be in the overriding public interest. There is no other available site within the locality suitable for this proposed mix of uses, in particular, no suitable site for a CCRC. It is therefore considered that the first two of the derogation tests can be positively concluded. The third relates to the conservation status of the species the designated site's support. Through the submission of additional information, the applicant has demonstrated that adequate mitigation for recreational disturbance can be provided in the form of an on site SANG and the timing and retention and on going management of this provision will be secured through a planning obligation. A proportion of the occupiers of the site will be unable to travel and it is possible that people living outside the site will chose to use the landscaped Airing Grounds and waterfront area to walk their dogs rather than travel to the designated areas and disturb the protected birds. Information boards will be erected around the Paddock and Airing Grounds to provide information on the nearby sensitive habitats and how residents and visitors can help reduce disturbance to nearby bird populations and what other recreational facilities are available within the Borough.

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Amended information has also been submitted to address the concerns raised in respect of the impact on bats, badgers, reptiles, vegetation and birds and subject to appropriate mitigation measures being secured by planning condition, there will be no harmful impact on these protected species in accordance with the NPPF and Policies R/OS12, R/OS13 and R/O/14 of the Gosport Borough Local Plan Review. There is also scope to enhance biodiversity across the site through the comprehensive landscape proposals and the erection of bird/bat boxes in accordance with the requirements of the NPPF and this will also be controlled by planning condition.

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A condition will be used to control the level of noise associated with the demolition and construction works and the timing of these works and the use of any heavy machinery and this will prevent any harmful disturbance to the overwintering bird population.

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Flood risk and Drainage

As part of the technical work on the Draft Gosport Borough Local Plan 2011-2029, the Council has prepared a Strategic Flood Risk Assessment (SFRA). The SFRA complies with the requirements of the National Planning Policy Framework for assessing flood risk issues including the application of the Sequential Test and where appropriate the Exceptions Test for site allocations. How the Sequential Test has been applied in the context of Gosport's land allocations is set out in the SFRA which was published for consultation alongside the Draft Local Plan in December 2012. In particular paragraph 7.104 of Policy LP6 states that the proposed area for re-use and potential development at Haslar would meet the Sequential Test as it is located in Flood Zone 1 and the Exception Test is met for the parts of the site which are liable to flood in a 1 in 200 event. An Exception is appropriate given this is an existing site with unique heritage assets and suitable measures can be put in place to manage risk to land, buildings and life in the event of a flood. The Borough Council, working with officers from the Environment Agency and the Eastern Solent Coastal Partnership, have prepared further detailed assessments for its strategic sites including Haslar. Most of the

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7.69 site lies within Flood Zone 1 where there is an extremely low probability of flooding and the parts of the site located in Flood Zones 2/3 are within the Paddock where there is unlikely to be any built development. The applicant has demonstrated that resilience measures can be implemented in the area of the former Zymotic hospital in the unlikely event of a flood and the risk to people managed through the implementation of an emergency evacuation plan to provide safe access to higher ground. The developer is also required to undertake works to repair the existing sea wall and, whilst the risk of wave overtopping for the development is low, improve the existing castellated wave wall which runs along the top of the sea wall, subject to the submission of further technical information at the detailed planning phase. The details and implementation of these measures will be controlled by condition.

In terms of surface flooding consideration of the amount of impermeable land is relevant. The FRA states that the existing development has an impervious area of 13.6 ha out of a total site area of 23.88 ha and the impervious area will reduce to approximately 12.3 ha. The FRA (paragraph 5.3) states it is proposed that the new development will have approximately 11.76ha of landscaped open space areas which will be permeable. This is an important consideration in flood risk terms because of the potential increase of risk to flooding from overland flow so substantial areas of landscaping will help to off-set any potential increase of flood risk from the new development in terms of surface water run-off. It is considered in the FRA that the rate and volume of any surface water discharge would be inconsequential.

It is noted that underground car parking is proposed on the site. It is not clear whether there are likely to be any flood related issues related to the creation of the underground car park, however, this issue will be addressed at the detailed planning stage.

7.70 A series of conditions and informatives, as recommended by the Environment Agency and Southern Water, have been included to control surface water, foul water and prevent ground contamination either on site or nearby. Subject to the implementation of appropriate measures controlled through the use of planning conditions the proposal will not increase the risk of flooding to people or property or controlled waters in accordance with the National Planning Policy Guidance and Policies R/DP1, R/ENV2 and R/ENV4 of the Gosport Borough local Plan Review.

Sustainability/Energy

The application is supported by a sustainable design and construction statement which identifies key areas of sustainable development and how they have been incorporated into the proposal. The NPPF in paragraph 95 states that local planning authorities should

- Plan for new development in locations and ways which reduce greenhouse gas emissions;
- Actively support energy efficient improvements to existing building; and
- When setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards.

7.71 The relevant Gosport Borough Local Plan Review Saved Policies are R/ENV2, R/ENV3, R/ENV4, R/ENV10, R/ENV12, and R/ENV14 and Draft Local Plan Policy LP38 encourages sustainable forms of construction. The Sustainable Design and Construction statement states that the proposals will be developed to meet the criteria of BREEAM, Code and EcoHomes/BREEAM Domestic Refurbishment assessments but as the scheme is only at the Outline stage it is not possible to fully evaluate them at this stage. It is the intention for new non domestic to be built to BREEAM Excellent standards and refurbish elements will, where possible subject to constraints such as heritage conservation issues, meet Excellent standards.

7.72 Energy efficiency measures will be integral to the design and specification of buildings on the site. Passive design measures will also feature within the new buildings to prevent overheating and avoid excessive requirements for heating/cooling. A water management strategy will be developed for the site to ensure that internal water consumption will be significantly reduced through the specification of water fittings and appliances. This sustainable design statement states that the proposed development will meet the policy requirements on sustainable design.

7.73 Draft Local Plan Policy LP39 requires new developments to meet relevant energy requirements including improving the energy efficiency of existing buildings. The application is supported by an energy strategy which indicates how the policy targets for energy and carbon emissions reductions are achieved. A site wide heat network will supply low carbon heat to all buildings with heat supplied predominantly by a gas fired Combined Heat and Power unit. Solar photovoltaic arrays will be specified on new roofs to ensure renewable energy contributions are maximised. High construction standards will be employed in the construction phase resulting in energy efficient buildings. 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.

The provision for Training and employment

7.74 The NPPF 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. The principle of a commercial mix is established under Draft Local Plan Policy LP6 and notwithstanding the jobs created during the construction phase, the provision of a CCRC, care home, health centre, hotel, offices and purpose built food store will generate significant employment opportunities for residents of the Borough, estimated to be 500fte.

The proposal exceeds the threshold set out in the Council's Policy Guidance Note 'Securing Employment and Training Measures through planning obligations' (April 2012) therefore 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 Draft Gosport Borough Local Plan 2011-2029.

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Affordable Housing and Education

In accordance with Policy R/H5 of the Gosport Borough Local Plan Review, 40% of any new (Class C3) residential dwellings on the site should be affordable, or a financial contribution should be made in lieu of this provision. Without this provision the proposal would be contrary to the NPPF and Policy R/H5 of the Gosport Borough Local Plan Review in this respect.

7.76 As the scheme is for more than 10 residential units, Local Plan Review Policy R/CF6 applies. The HCC Education section has advised that as some of the development is likely to be occupied by children and there is a shortage of primary school places in the area which will not meet the demand from the development, a contribution towards the provision of additional education facilities is required. Without this contribution the proposal would be contrary to the NPPF and Policy R/CF6 of the Gosport Borough Local Plan in this respect.

Viability and Deliverability

Following assessment of the submitted commercial in confidential Financial Appraisal, the District Valuer (DV) is of the opinion that only the scheme with no affordable housing and no education and transport contributions is close to being viable. The DV is concerned that various aspects of the build and infrastructure costs have been underestimated and contingency provision is low. The DV also recommends a review mechanism in any S106 agreement on the basis that the market may improve through the course of the development. These considerations have been balanced against the benefits of bringing forward this site in the interests of the renovation and refurbishment by use of these unique and nationally important Listed Buildings and Park and the provision of quality formal and informal open space that would be accessible by the public. Given the significant costs associated with the demolition of existing poor quality buildings and the repair and renovation of these uniquely important Listed buildings and the cost of remediating the land, repairing the sea wall and other mitigation measures, it is considered that an exception to policy should be made in this instance and that it would be appropriate for the planning obligations relating to affordable housing, education and transport to be suspended and treated as not payable because of viability at this stage, subject to review at various time periods thereafter, during the course of the development, to assess if the market has changed. The planning obligations relating to recreational disturbance mitigation and management and employment skills and training will not be included in the viability assessment as these measures are required in order to mitigate unacceptable harm that would otherwise be caused by the development. The off-site highway measures must also be provided in order to secure safe access to the site and will be dealt with by condition.

Other issues raised through the application publicity

The Local Planning Authority has no evidence to suggest that the applicant has not signed the correct ownership certificate and there is no requirement for them

to provide any plans showing the extent of Hampshire Country Council's ownership as part of the planning application. The original application and amended plans were advertised in accordance with the government's application publicity requirements and as set out in the Council's Statement of Community Involvement and this Council continues to accept letters of representation up until an application is determined. Notwithstanding the considerable amount of documentation and supporting information submitted in respect of this application, the public have had ample opportunity to comment on the proposal since it was registered in 2012. The description of development used in the publicity material is reflective of the uses and quantum set out on the application forms. It has been varied slightly only to include reference to the correct designations and legislative requirements. All documents submitted in support of the applications have been made available to the public in hard form and on the Council's website. Wages offered and prices charged within the retail use and the original price paid for the land are not material planning considerations.

Listed Building consent is required to demolish the pre-1948 buildings on the site and the applicant has therefore followed the correct procedure. Both the Outline and Listed Building applications are being considered at the same Regulatory Board so that Members are fully aware of the relevant issues. Conditions will be used to control the initial commencement and the period for submission of the reserved matters and the order that some of the works will take place but the overall period for development of the site will depend on a number of factors, including interest from the market and this is not something that the Local Planning Authority is able to control. Any permission granted will run with the land. The timing of the submission of the application is a matter for the applicant and any planning permission granted would run with the land any change from the Planning Use Classes covered by the consent or increase in quantum would require further permission. The applicant is seeking permission for Class B1 Business Uses on the site which, by definition, are operations that can be carried out in a residential area without detriment in terms of noise, dust, vibration etc. Access for persons with disabilities will be considered at the detailed design stage.

Listed Building Application 12/00592/LB

7.77 In considering whether the grant Listed Building consent for any works, the Local Planning Authority is required to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

7.78 The proposed demolitions, illustrated on Drawing No. 1049.04 AD Rev A, have followed extensive negotiations with the applicant. When read in conjunction with the Design and Access Statement and supporting documents detailing the history of the site or key buildings, many of the demolitions are to be welcomed. The developer has provided a clear explanation of the phased development of the historic grounds, and of many of the buildings, which have informed these comments. The demolitions largely 'peel back' the poor recent developments that were generally added in a haphazard and inappropriate manner, without regard for the special qualities and character of the site. The strict geometry of the

7.79 Georgian plan was harmed by these late 20th century developments (most notably by the Cross link, Incinerator and Galley buildings) and their removal is to be welcomed and will, if appropriately managed, significantly enhance the character of the Conservation Area, setting of the buildings, and the setting of the historic park. The plan also needs to be understood as part of the wider proposed development, and many demolitions will need to be timed to be linked to key phases of the redevelopment once detailed consent has been achieved

This is a complex proposal due to the many competing issues that have had to be addressed as part of the Outline application. The loss of parts of the Zymotic Hospital is the one area where there is harm, which is only acceptable in the interests of securing the restoration and reuse of the vast majority of the heritage assets on the site. The sections below highlight this issue and unravel how each building should be approached in order to ensure the Listed Buildings and their settings are preserved along with any features of special architectural or historic interest which they possess.

Due to the number of buildings being proposed for demolition this will need to be tightly controlled both in the nature of the recording, the exact extent of demolition, the timing of the demolition, and how each site will be made good on completion and this will be controlled by planning condition. This can only be established on a building by building basis and through an agreed framework. The numbering sequence used on Drawing No.1049.04 AD Rev A differs from those used in the 'Report on Recording levels for buildings to be demolished at Haslar Hospital' by Keevill Heritage Consultancy. For clarity both numbers are used in the notes below (Plan No's in Bold type, Report Numbers in square brackets []), in addition to building names where known.

Only selected demolitions will be permitted to take place until such time as detailed applications have been approved and there is certainty that new development will proceed within a reasonable and agreed timescale (as indicated by the Policy LP12. 3 in the Draft Gosport Borough Local Plan).

- **Building 48**, adjacent buildings, and attached section of modern boundary wall [Buildings 075, 076, 077: Substation, Boiler House and Incinerator House]: To carefully remove the structure where it is abutting or fixed to the historic boundary wall, the applicant will need to provide a proposed methodology of works clearly indicating how this will be carried out, how the wall will be protected, that the loss of none of the historic boundary wall forms part of this proposal, and the condition the wall will be left in on completion. Recording Level proposed by applicant (Level 1) is acceptable. Details of how the site will be left on completion should be submitted. The work could commence at any phase of the development as the removal of the buildings will not prejudice the special interest of the site (the exception being that the modern boundary wall should remain in situ until the development of the buildings to its south and south east has been approved at detailed stage, and a detailed scheme for the new boundary treatment has been agreed).
- **Building 37** [026,039,046 and 143] Galley & General Store, Senior Rates Mess, West Wing and Junior Rates Club: Recording Level proposed by

applicant (Level 1) is acceptable. The work could commence at any phase of the development as the removal of the building will not prejudice the special interest of the site, subject to: a) full details of how the small area attached to the Grade II * Main Hospital Building will be restored and that this work will be timetabled to be carried out in tandem with the demolition as part of an agreed programme of works; b) details of how the site will be left on completion should be submitted and measures to protect historic features and trees in the vicinity while works are underway. c) these landscaping works to be timetabled to proceed within a reasonable and agreed timescale.

- **Building 32:** (Not included in the Keevill Heritage Report) It will be important to ensure the careful removal of the building where it is abutting or fixed to the Listed Water Tower. The applicant will need to provide a proposed methodology of works clearly indicating how this will be carried out, how the Water Tower will be protected, and the condition the wall will be left in on completion. Recording Level proposed by applicant (Level 1) is acceptable. The work could commence at any phase of the development as the removal of the building will not prejudice the special interest of the site, subject to the site being made good immediately on completion of the demolition in a reasonable and agreed timescale.
- **Building 35 [022] Cross-Link:** The principle of demolishing the cross link to restore the landscaped courtyard is welcomed. This demolition, however, should not proceed prior to the conversion of the existing hospital and should form part of one linked development phase. Although not an attractive building the cross link exists as a useable asset and removing it without an agreed detailed application would leave the risk of the area remaining an unfinished scar in the centre of the site. In addition to the demolition, the development of the underground car park and wider soft landscaping would all have to be combined into one phase. The removal of the area shown coloured pink on Drawing No.1049.04 AD A is also acceptable in principle but would need to follow the same process.
- Building immediately west of Building **No.24:** Level 1 Recording is appropriate. These works will need to be carefully executed to avoid any harm to the adjacent historic wall. The demolition of this building could commence at any stage.
- Small garage block attached to Building **No.20** and historic boundary wall: Level 2 Recording would be appropriate: this is clearly an old structure of some interest and is attached to two historic buildings. The method of demolition, and a plan at 1:50 clearly indicating the precise extent of the proposed demolition, will need to be agreed, as will the proposed specification for repairs to the adjacent historic structures on completion of these works. These repairs will need to be timetabled to follow the demolition within a reasonable and agreed timetable.
- **Zymotic Hospital Structures**
The timing of demolitions should be linked to the detailed planning approval for this part of the site. No demolition should take place until a contract is in place for the redevelopment of this part of the site.
- **Building 42** and attached covered way: Level 3 Recording is required due to its historic interest.
- **Building 39:** Level 3 Recording is required due to its historic interest.

- **Building 45** [057/058] Stores: Level 2 Recording required, as although this is part of the Zymotic Hospital it has been heavily altered.
- **Building 24:** Level 3 Recording is required due to its historic interest.

The alterations to the boundary walls shown on plan 1049.04 AD Rev A are not 'demolitions,' or 'partial demolitions' as defined by legislation, therefore are not covered under the current Listed Building application but rather proposed alterations to the Listed boundary wall that will be the subject of a further application for Listed Building Consent.

Subject to the use of appropriate conditions to control the method and timing of demolition and the recording of the buildings and the making good the land and where buildings have been peeled back from Listed Structures, it is considered that the proposals will preserve the features of special architectural and historic interest that the Listed Buildings on the site possess and their settings in compliance with the NPPF and Policy R/BH3 of the Gosport Borough Local Plan Review and Policy LP12. 3 of the Draft Gosport Borough Local Plan).

Variation/Removal application 14/00192/VOC

The impact from recreational disturbance resulting from this proposal has been addressed under the Outline application 12/00591/OUT, as has the requirement for the provision of Education and the impact on protected species and land contamination and floodrisk and the environmental impacts of the proposal.

- 7.80 The main issues in this case, therefore, are the acceptability of the development in land use terms, the impact on the historic and architectural character of the Listed Buildings and their setting, whether the proposal will preserve or enhance the character and appearance of the Conservation Area and the Listed Historic Park and Garden, whether the proposal will prejudice the future redevelopment of the remainder of the site, and whether appropriate provision can be made for car and cycle parking, refuse storage and collection, open space, affordable housing and education facilities and the impact of the development on the interests of archaeology and nature conservation.
- 7.81 Historically, the buildings the subject of this application, have been used as residential accommodation and this will be unchanged under these latest proposals. The buildings have been vacant for a considerable period and if left unoccupied, their condition is likely deteriorate. Paragraph 126 of the National Planning Policy Framework (NPPF) recognises the desirability of sustaining and enhancing the significance of historic assets and ensuring that they have a viable use, consistent with their conservation. The proposed use of the buildings for residential use would accord with this objective and is, therefore, appropriate in land use terms. Useable areas of outside amenity space are available at the rear of the properties, which will provide a pleasant living environment for prospective occupiers. It is possible that areas of the garden will need to be subdivided in order to provide more functional/usable areas of private amenity spaces. The principle of achieving this in an acceptable manner has been discussed with the applicant, however, given the historic importance of the Listed walls at the rear of the site, and in order to maintain the character of the Conservation Area and the

setting of the adjacent Listed Buildings, a condition will be used to require details of any proposals in this respect.

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The comprehensive redevelopment of the remainder of the Royal Hospital Haslar site is being brought forward through the consideration of Outline planning application reference 12/00591/OUT and subsequent Reserved Matters applications. The use of the application properties for Class C3 use is consistent with the Outline planning application. Notwithstanding this, the applicant has demonstrated, through the submission of the confidential financial appraisal accompanying the Outline planning application reference 12/00591/OUT that the delivery of the overall redevelopment is, in part, financially reliant on the monies received from the sale of the residential properties, the subject of this application. The applicant is therefore required to enter into a planning obligation to secure the monies from the disposal of these properties to be used for the refurbishment of the Heritage Assets across the site, as set out under Outline application reference 12/00591/OUT. Subject to this agreement, the application is acceptable in land use terms and will not compromise the comprehensive redevelopment of

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the remainder of the site.

The applicant is also required 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 and a contribution towards the provision of education in accordance with Policy R/CF6 of the Gosport Borough Local Plan Review. The applicant is also required 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 these obligations, the proposal would be contrary to Policy and, therefore, unacceptable in this respect. On the basis of the monies from the sale of these properties being used to refurbish the Heritage Assets across the site, the above contributions are to be subject to viability assessments.

7.84

No internal or external alterations to the properties are proposed as part of this development and the proposal will not, therefore, harm the historic or architectural character of the Listed Buildings, or their settings. Likewise, as no external alterations are proposed, and as the buildings have historically always been occupied as dwellings, the proposal will preserve the character and appearance of the Conservation Area. For the same reasons, the development will not harm the character, appearance or setting of the Historic Park and Garden. No ground works are necessary and the development will not, therefore, harm features of archaeological interest. Any future alterations to the Listed Building that would affect their character as buildings of special architectural or historic interest, would require an application for Listed Building Consent, which would be advertised in accordance with the usual publicity requirements. The proposals, therefore, comply with the National Planning Policy Framework (NPPF) and Policies R/DP1, R/BH1, R/BH3, R/BH6 and R/BH8 of the Gosport Borough Local Plan Review.

7.85

Existing parking is available at the front of the properties which accords with the Council's car parking SPD and which will be sufficient to meet the needs of residents and their visitors. The spaces will continue to be accessed via the existing, internal road system and the development will not, therefore, harm highway or pedestrian safety across the site, or on the adjoining road network. There is adequate space within the curtilages of the existing properties to provide adequate facilities for the parking of cycles and the storage of refuse bins without harming the fabric or setting of the buildings or the wider character of the Conservation Area. The details and retention of this provision will be controlled by condition. Refuse bins will be collected by refuse vehicles from the existing internal road system, which provides adequate width and turning/manoeuvring space for safe and convenient collection. Subject to the above conditions, the proposal, therefore, complies with the National Planning Policy Framework and Policies R/DP1, R/BH1, R/BH3 and R/T11 of the Gosport Borough Local Plan Review.

Financial Services comments:	N/A
Legal Services comments:	Contained within the report
Crime and Disorder:	Contained within the report
Equality and Diversity:	Contained within the report
Service Improvement Plan implications:	The applications are part of the delivery of a key project
Corporate Plan:	The applications are part of the delivery of a key project
Risk Assessment:	Low
Background papers:	Outline Planning, Listed Building and Variation/Removal of Condition applications and supporting documents
Appendices/Enclosures:	
Appendix 'A'	Location Plan
Appendix 'B'	Relevant Planning History
Appendix 'C'	Conditions for Outline application
Appendix 'D'	Conditions for Listed Building Application
Appendix 'E'	Conditions for Variation/Removal of Condition application
Report author/ Lead Officer:	Debbie Gore

Appendix B
Relevant Planning History

K8263 - Circular 80/71 Consultation - construction of boiler house and refuse compound – no objection raised 16.01.75
K9175 - Circular 80/71 Consultation - construction of vehicular and pedestrian access – no objection raised 07.12.76
K7938/1 – Circular 7/77 Consultation - alterations to E Block and erection of new cross-link block – no objection raised 16.05.77
K7802/1 – Circular 7/77 Consultation - 2 no. tennis courts – no objection raised 16.03.79
K10833 – Circular 7/77 Consultation - extensions to laboratory building – no objection raised 25.06.81
K11289/1 – Circular 7/77 Consultation - link corridor at Block D – no objection raised 16.02.83
K7802/2 – Circular 7/77 Consultation - 2 no. all-weather tennis courts – no objection raised 13.07.83
K11565 - Circular 7/77 Consultation - 2 no. squash courts – no objection raised 03.08.83
K11565/1 - Circular 7/77 Consultation - 2 no. squash courts – no objection raised 16.11.83
K11804 – Circular 7/77 Consultation - alterations to existing gateway and erection of new wall and a security building no objection raised 14.05.84
K12121 – Circular 18/84 Consultation - demolish/rebuild rear extensions & removal of 3rd floor chimney (1-4 Haslar Terrace) (Listed Building) – no objection raised 25.06.85
K12160 - Circular 18/84 Consultation - single storey extension to building 80 to provide first-aid training school – no objection raised 08.08.85
K12200 - Circular 18/84 Consultation - partial reconstruction of building 91 – no objection raised 30.09.85
K12223 – Circular 18/84 Consultation - fire escape staircases to Buildings 41 and 42 – no objection raised 21.10.85
K12283 – Circular 18/84 Consultation - single storey extension to laundry store – no objection raised 20.12.85
K12261 - Circular 18/84 Consultation – erection of 2 no. single storey storage buildings and the construction of materials storage pit – no objection raised 23.12.85
K13298 - Circular 18/84 Consultation - erection of a building to provide a new pathology laboratory – no objection raised 10.04.89
K13473 - Circular 18/84 Consultation - erection of a single storey laundry compressor building – no objection raised 15.01.90
K14243 - Circular 18/84 Consultation - demolition of existing and erection of new toilet block (Listed Building in Conservation Area) – no objection raised 09.12.93
K9913/18 – Circular 18/84 Consultation - erection of storage building (Conservation Area) – temporary consent granted 23.02.94
K13689/2 - Circular 18/84 Consultation - installation of telecommunications antenna (Junior Rates Accommodation Block) (Conservation Area) – no objection raised 25.05.94

K14445 - GDO Part 24 Consultation - installation of telephone kiosk (Conservation Area) – no objection raised 02.09.94

K14484 - Circular 18/84 Consultation - erection of new crosslink cooling tower (adjacent to Listed Building in Conservation Area) – no objection raised 15.12.94

K14495 - Circular 18/84 Consultation - erection of decompression chamber building (adjacent to Listed Building in Conservation Area) – no objection raised 19.01.95

14507/1 - Circular 18/84 Consultation - demolition of existing prefabricated building and erection of new medical gas store (Listed Building in Conservation Area) – no objection raised 22.02.95

K9913/25 – Circular 18/84 Consultation - realignment of existing security fence and gates, alterations to access road and implementation of tree management scheme (Conservation Area) – no objection raised 22.02.95

K14629 - Circular 18/84 Consultation - construction of replacement liquid oxygen storage facility (Conservation Area) – no objection raised 15.11.95

K14629/2 - Circular 18/84 Consultation - internal fire protection measures & construction of second floor link building on Block F (Listed Building in a Conservation Area) – no objection raised 21.02.96

14629/3 - Circular 18/84 Consultation - siting of temporary medical unit building (adjacent To Listed Building In Conservation Area) – temporary consent permitted 21.02.96

K14629/6 – Circular 18/84 Consultation - siting of temporary office building (adjacent to Listed Building in Conservation Area) – temporary consent permitted 21.02.96

K14629/4 - Circular 18/84 Consultation - alterations and extensions to Block C to provide Burns and Plastics Unit (Listed Building in Conservation Area) – no objection raised 25.03.96

K14629/5 - Circular 18/84 Consultation - alterations and refurbishment of Block D to provide improved medical facilities (Listed Building in Conservation Area) – no objection raised 25.03.96

K14629/9 – Circular 18/84 Consultation - siting of temporary buildings for out-patients clinic and consulting rooms (adjacent to Listed Building in Conservation Area) – temporary consent permitted 17.04.96

K14629/10 - Circular 18/84 Consultation - construction of glazed link corridor between Block B and Building 103 (Listed Building in Conservation Area) – no objection raised 29.05.96

K14629/11 – Circular 18/84 Consultation - alterations and extension to Building 40 to provide office accommodation (Conservation Area) – no objection raised 16.12.96

K14629/12 Circular 18/84 Consultation - installation of turnstile security access point (Conservation Area) – no objection raised 17.01.97

K14629/13 – Circular 18/84 Consultation - installation of satellite antenna (at main galley - Haslar Club) (Conservation Area) – no objection raised 21.03.97

K14629/16 - Circular 18/84 Consultation - erection of temporary store and office building (Conservation Area) – temporary consent permitted 10.10.97

K14349 - Circular 18/84 Consultation - installation of replacement windows in Medical Officers Mess building (Conservation Area) – no objection raised 24.08.94

K14629/18 - Circular 18/84 Consultation - erection and amendments to 3 storey cross link buildings for Blocks A and E (Listed Building In Conservation Area) – no objection raised 27.05.98

K14629/21 - Circular 18/84 - Consultation - demolition of 3no. buildings (Building Nos. 97, 98 and 100)(Conservation Area) – refused 20.09.00

K14629/22 - Circular 18/84 Consultation - demolition of 2no.buildings (Building nos. 98 and 100) (Conservation Area) – no objection raised 08.11.00

K14629/26 - Circular 18/84 Consultation - installation of replacement windows in Ward E5 (Listed Building in Conservation Area) – no objection raised 14.11.02

K14629/29 – Circular 18/84 Consultation - erection of security post and canopy roof adjoining Albert Block (Conservation Area) – no objection raised 03.02.03

K14629/32 - Circular 18/84 Consultation - installation of replacement windows, Blocks A, B, C, D, E and F (Listed Building in Conservation Area) – no objection raised 20.02.03

K14629/33 Circular 18/84 Consultation - erection of single storey temporary kitchen facility (southern side of Building 26) (Conservation Area and Listed Garden) – no objection raised 04.03.03

K14629/35 – Circular 18/84 Consultation - erection of Y frame security fence to existing boundary wall (between Cottages and Residences 11 and 12) (Conservation Area and Listed Garden) – no objection raised 03.09.03

14629/37 – Circular 18/84 Consultation - alterations to building 30 (Eliza Mackenzie House) including construction of three external access ramps and car parking (Conservation Area and Listed Garden) – no objection raised 12.12.03

14629/38 - Circular 18/84 Consultation - erection of security fencing around accommodation blocks – no objection raised 23.06.04

K9913/65 - reinstatement and replacement of security fences and gates (Conservation Area) – permission granted 06.04.09

K17770 - change of use of 15 ancillary residential units to 15 no. dwellings (Class C3) for a temporary period of 5 years (Listed Buildings in Conservation Area) – temporary consent permitted 24.02.10

K17770/1 - use of Building 40 as Class B1 office (previously ancillary office) for a temporary period of 5 years (Listed Building in Conservation Area) – temporary consent permitted 24.02.10

K17789 - change of use of Albert Block (Building 25) and the Senior Rates Mess (Building 36) from ancillary residential accommodation to student accommodations (Sui Generis) for a temporary period of 5 years (Conservation Area) – temporary permission granted 23.04.10

K17770/2 - variation of conditions 1, 2, 3 to remove reference to temporary consent and removal of condition 4 of planning permission K17770 – withdrawn 15.01.13

13/00455/FULL - partial demolition of boundary wall and installation of double gates between existing brick piers (Listed Building in a Conservation Area) – permitted 13.02.14

14/00005/LBA - Listed Building Application - partial demolition of boundary wall and installation of double gates between existing brick piers (Conservation Area) – permitted 14.02.14

Appendix C

List of Conditions - Outline Planning Application reference 12/00591/OUT

1. Development shall not begin until a Phasing Plan for demolition and construction, including a methodology for demolition, has been submitted to and approved, in writing, by the Local Planning Authority. The development shall take place in accordance with the approved phasing plan unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - In the interests of the amenity of the area and the special historic and architectural characteristics of the Listed Buildings and Listed Park and the character and appearance of the Haslar Conservation Area and to comply with Policies R/BH1, R/BH2, R/BH3, R/BH4 and R/DP1 of the Gosport Borough Local Plan Review.

2. The development hereby permitted shall be begun either before the expiration of three years from the date of the grant of this Outline permission, or the expiration of two years from the final approval of the reserved matters in Phase 1, as approved by condition 1, or in the case of approval of reserved matters for phase 1, the final approval of the last such matter to be approved whichever is the later date.

Reason - To comply with Section 92 of the Town and Country Planning Act, 1990 (as amended).

3. Applications for the approval of all reserved matters in Phase 1 as approved by condition 1 shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

Reason - To comply with Section 92 of the Town and Country Planning Act, 1990 (as amended).

4. Applications for approval of all the reserved matters for all Phases shall be made to the Local Planning Authority before the expiration of 10 years from the date of this permission.

Reason - To comply with Section 92 of the Town and Country Planning Act, 1990 (as amended).

5. Development within each Phase as approved by condition 1 shall not begin until details relating to the access, layout, scale, appearance and landscaping of the proposed development within that Phase, hereinafter called the 'reserved matters', have been submitted to and approved, in writing, by the Local Planning Authority.

Reason- Such details have yet to be submitted, to ensure details of how the historic landscape is to be addressed have been submitted, to comply with the NPPF and Policy R/DP1 of the Gosport Borough Local Plan Review.

6. Development within each Phase as approved by condition 1 shall not begin until tree protection has been provided in accordance with BS5837:2012 and approved in situ by the Local Planning Authority. The approved tree protection measures shall be retained in the approved condition for the duration of development within that Phase unless otherwise agreed, in writing, by the Local Planning Authority. Any tree protection that becomes unstable during development within that phase shall be replaced immediately.

Reason - To ensure the trees are appropriately protected during development and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review and the NPPF.

7. Development within each Phase as approved by condition 1 shall not begin until plans and particulars showing the detailed proposals ('the design coding') within that Phase for all of the following aspects of the development, including a timetable for provision, have been submitted to and approved, in writing, by the Local Planning Authority:

- (a) ground surface material including the materials to be used for hard surfaces, the finished levels in relation to existing levels;
- (b) any, benches, lamp posts, bollards, signage, fixed planters and CCTV;
- (c) the provision to be made for the parking, turning, loading and unloading of vehicles;
- (d) the alignment, height and materials of any walls and fences and other means of enclosure;
- (e) the provision to be made for the storage and collection of refuse;
- (f) the provision to be made for using renewable energy sources;
- (g) the location and screening of electricity substations and/or gas governors (if required)
- (h) the provision to be made to enhance biodiversity

The development in that Phase shall be carried out in accordance with the details approved under this condition unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - Such details have yet to be submitted, and to comply with the NPPF and Policies R/DP1, R/DP3, R/BH1, R/BH3, R/BH6, R/BH8, R/T2, R/T3, R/T9, R/T10, R/T11, R/ENV3, R/ENV4, R/ENV10, R/ENV15, and R/OS14 of the Gosport Borough Local Plan Review.

8. Development within each Phase as approved by condition 1 shall not begin until a detailed Construction Management Plan (CMP) relating to that Phase has

been submitted to and approved, in writing, by the Local Planning Authority. The CMP shall include details of the following:

- (a) the location, height and design, including details of fenestration, of the site compound to serve that Phase and any buildings and structures within it to be used during the construction of that Phase;
- (b) the height, design and method of construction of means of enclosure of any site compound;
- (c) provision to be made for parking of contractors, site operatives, employees and visitors vehicles;
- (d) the provision of road and wheel cleaning facilities for construction and contractors vehicles;
- (e) the provision of road and wheel cleaning facilities for employees and visitors vehicles
- (f) the location of storage for plant and equipment;
- (g) provision for storage and disposal of waste, materials, chemicals, oils and other hazardous materials;
- (h) the proposed method of demolition and working including details of the prevention of adverse impacts to surface water and groundwater, to include details of the method of any piling;
- (i) the proposed method of demolition and working including details of measures to prevent adverse impacts caused by noise or vibration;
- (j) the proposed method of demolition working including details of measures to prevent adverse impacts caused by odour;
- (k) the proposed method of demolition working including details of measures to prevent adverse impacts caused by dust and dirt.

The CMP shall be supported by detailed designs and include a programme together with the timing of the provision of each measure. The development shall be carried out in accordance with the approved CMP unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure the environment is protected, to ensure demolition and construction works on site do not impact surrounding properties and/or current or prospective users of the site and to protect the interest features of the heritage features and to comply with the NPPF and Policies R/DP1, R/BH1, R/BH8, R/T2, R/T3, R/T9, R/T10, R/T11 R/ENV3, R/ENV4, R/ENV10 and R/ENV12 of the Gosport Borough Local Plan Review.

9. Development shall not begin until 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:

- (i) 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.

(ii) A timetable for the provision of the surface water drainage scheme within each phase of development on site.

(iii) 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 approved scheme shall be carried out in accordance with the details approved pursuant to this condition.

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

10. Development within each Phase as approved by condition 1 shall not begin until a scheme to protect existing public sewers affected by development within that Phase, including a timetable for the measures to be carried out, has been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme and timetable unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To protect existing services from the development and to comply with the NPPF and Policies R/DP1, R/ENV2, R/ENV4 and R/ENV5 of the Gosport Borough Local Plan Review.

11. Development within each Phase as approved by condition 1 shall not begin until a scheme to dispose of foul water within that Phase has been submitted to and approved, in writing, by the Local Planning Authority. The scheme shall include:

(i) a timetable for the implementation of the foul water disposal scheme.

(ii) a management plan for the lifetime of the development.

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

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

12. Development, including site clearance, within each Phase, as approved by condition 1, shall not begin until each of the following, to deal with the risks associated with contamination of the site for that Phase, have been submitted to and approved, in writing, by the Local Planning Authority:

- a) A desk top study of the former uses of the site and adjacent land and their potential for contamination together with a report of the findings of a site walkover and a preliminary risk assessment.
- b) Should the details submitted pursuant to a) above reveal a potential for contamination, a report of the results of an intrusive site investigation and assessment of the risks posed to human health, the fabric of buildings and receptors in the wider environment including water resources.

Where the details submitted pursuant to b) above reveal the presence of contamination, a detailed scheme(s) for remedial works to mitigate the contamination, eliminate risks to receptors and ensure the site is suitable for the proposed development. The scheme shall also include details of how the completion of the remedial works will be validated and, where appropriate, how the remedial measures will be retained and monitored. The scheme shall be carried out in accordance with the approved details.

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.

13. 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.

14.) Development within each Phase, as approved by condition 1, shall not begin until details of any external lighting on the land within that Phase has been submitted to and approved, in writing, by the Local Planning Authority. These details shall include:

- (i) a layout plan with beam orientation;

- (ii) the design of all lighting to include luminaire type, mounting height, aiming angles and luminaire profiles;
- (iii) a light scatter diagram with relevant contours;
- (iv) a timetable for provision of the lighting.

The lighting within each Phase shall be installed and retained in accordance with the approved details unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To protect existing and future users and occupiers of the site from light pollution and the heritage features of the site and to comply with the NPPF and Policy R/ENV11 of the Gosport Borough Local Plan Review.

15. Development within each Phase, as approved by condition 1, shall not begin until details of the measures to protect the occupiers of any buildings within that Phase from harmful levels of noise (noise in excess of 55dB (A) Leq and in accordance with the aims as set out in the Noise Policy Statement for England Explanatory Note or equivalent), in accordance with BS4142 or equivalent, shall have been submitted to and approved, in writing, by the Local Planning Authority. The approved measures shall be carried out before each building within that Phase is occupied unless otherwise agreed, in writing, by the Local Planning Authority. The approved measures, once carried out, shall be retained at all times unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To protect the occupiers of dwellings and offices from harmful levels of noise and to comply with the NPPF and Policies R/DP1 and R/ENV10 of the Gosport Borough Local Plan Review.

16. The use of any commercial or industrial buildings or external areas on the site within each Phase, as approved by condition 1, shall not commence until measures to control noise emanating from each such use, in accordance with BS4142 or equivalent, have been carried out in accordance with a scheme to be submitted to and approved, in writing, by the Local Planning Authority. The approved measures shall be retained at all times unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To protect the amenities of nearby properties and to comply with the NPPF and Policies R/DP1 and R/ENV10 of the Gosport Borough Local Plan Review.

17. No development within each Phase, as approved by condition 1, including site clearance, shall take place until the applicant has undertaken a programme of archaeological evaluation in accordance with a Written Scheme of Investigation that has been submitted to and approved by the Local Planning Authority.

Reason - To assess the extent, nature and date of any archaeological deposits that might be present and the impact of the development upon these heritage assets and to comply with Policy R/BH8 of the Gosport Borough Local Plan Review.

18. No development within each Phase, as approved by condition 1, shall take place until the applicant has secured the implementation of a programme of archaeological mitigation of impact in accordance with a Written Scheme of Investigation that has been submitted to and approved, in writing, by the Planning Authority. The works shall thereafter be carried out in accordance with the approved Scheme.

Reason - To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for future generations and to comply with Policy R/BH8 of the Gosport Borough Local Plan Review.

19. Following completion of archaeological works in each Phase, as approved by condition 1, a report shall be produced in accordance with an approved programme including, where appropriate, post-excavation assessment, specialist analysis and reports, publication and public engagement and shall be deposited with the Local Planning Authority, the Heritage Environment Record and the HCC Archivist.

Reason - To contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available and to comply with Policy R/BH8 of the Gosport Borough Local Plan Review.

20. Development within each Phase, as approved by condition 1, shall not begin until all buildings identified for demolition on Drawing no. 1049.04 AD REV A within that Phase, have been recorded, in accordance with a written scheme to be submitted to and approved, in writing, by the Local Planning Authority.

Reason – To preserve the site’s historic integrity and to provide an accurate record of heritage assets in compliance with the NPPF and Policies R/BH1, R/BH2, R/BH3, R/BH4 and R/BH8 of the Gosport Borough Local Plan Review.

21. Development within each Phase, as approved by condition 1, shall not begin until the information recorded under conditions 20 above, has been submitted to and approved, in writing, by the Local Planning Authority.

Reason – To preserve the site’s historic integrity and to provide an accurate record of heritage assets in compliance with the NPPF and Policies R/BH1, R/BH2, R/BH3, R/BH4 and R/BH8 of the Gosport Borough Local Plan Review.

22. No materials obtained from site clearance, demolition or from construction works shall be burnt on the site.

Reason - To protect the amenity of nearby properties and to comply with the NPPF and Policies R/DP1 and R/ENV12 of the Gosport Borough Local Plan Review.

23. No development, including site clearance, or deliveries during the demolition and construction phase, shall take place on the site outside of the hours of 0800 and 1800 Monday to Friday; 0900 - 1300 on Saturdays and at no time on Sundays, Bank Holidays or Public Holidays unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To protect the amenity of the occupiers of nearby properties and to comply with the NPPF and Policies R/DP1 and R/ENV12 of the Gosport Borough Local Plan Review.

24. No fixed installation or mechanical plant shall be brought into use until details, including the type, location, purpose of the fixed installation or mechanical plant, the noise levels to be generated and any measures proposed to mitigate that noise, have been submitted to and approved, in writing, by the Local Planning Authority. The fixed installation and mechanical plant shall be installed and operated in accordance with the approved details unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To protect the amenity of the occupiers of nearby properties and to comply with the NPPF and Policies R/DP1 and R/ENV10 of the Gosport Borough Local Plan Review.

25. No more than 299m² of the gross internal floorspace of the development shall be used for Class A1 purposes.

Reason - To preserve the viability of Gosport Town Centre and to comply with the aims and objectives of the NPPF.

26. Development, including site clearance, shall not begin until an Ecological Management Plan (EMP) has been submitted to and approved, in writing, by the Local Planning Authority. The EMP shall include the following details:-

- details and timescale for provision of the replacement badger sett and all related mitigation measures
- foraging routes for Badgers, including existing and future identified routes, during and post construction, together with a timetable for implementation at each stage and measures to retain the foraging routes

- measures of how works, including demolition and construction, shall be undertaken on site to ensure that works will not impact harmfully on Badgers, including a timetable for the implementation of those measures
- measures to avoid, mitigate or compensate for impacts on bats, including details of a construction and post construction lighting plan and landscape plan in so far as they may affect bats, informed by further survey work where necessary, including a timetable for that survey work
- measures to mitigate the impact on any reptiles. The mitigation measures shall include details of the translocation of any reptile population, including a timetable for translocation, positioning of fencing and details of trapping
- details of the translocation and future management of the Autumn Lady's Tresses Orchids on the site
- any measures necessary to mitigate the impact on breeding birds, informed by further survey work where necessary, including a timetable for completion of that survey work

Each Phase of the development shall be carried out in accordance with the approved EMP, including agreed timetables, unless otherwise agreed, in writing, by the Local Planning Authority. The foraging routes for badgers and other approved mitigation measures shall be retained in accordance with the approved details.

Reason – In order to protect the interests of nature conservation and protected species on the site and to comply with the NPPF and Policies R/DP1, R/OS11, R/OS12, R/OS13 and R/OS14 of the Gosport Borough Local Plan Review.

27. Development within Phase 1, as approved by condition 1, shall not begin until details of a car and cycle parking management strategy for that Phase, including during the associated demolition and construction period, have been submitted to and approved, in writing, by the Local Planning Authority. The development within that Phase shall be carried out in accordance with the approved details. Development within each subsequent Phase shall not begin until details of car and cycle parking, including car and cycle parking for each previous Phase, has been submitted to and approved, in writing, by the Local Planning Authority.

Reason – To ensure that a satisfactory level of car and cycle parking is provided on site at all times and to comply with the NPPF and Policies R/T2 and R/T11 of the Gosport Borough Local Plan Review.

28. Development shall not begin until details of the following have been submitted to and approved, in writing, by the Local Planning Authority:

- Street layout plans showing the existing and proposed internal road hierarchy, proposed cycleways, footways and footpaths (hereafter after called 'the on-site Transport Infrastructure');
- The relationship the on-site Transport Infrastructure has to the accesses to the site from Haslar Road and Dolphin Way

- Design standards for the on-site Transport Infrastructure including characteristics, design speeds, geometric standards, and sight lines;
- A timetable to construct, amend or improve the on-site Transport Infrastructure in relation to the phasing of the development approved by condition 1.

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

Reason – To ensure that the development satisfactorily links with the existing highway network and provides appropriate, convenient and safe access to all users and modes of transport including walking, cycling and service vehicles and to protect the heritage assets on the site and to comply with Policies R/DP1, R/T2, R/T3 and R/T10 of the Gosport Borough Local Plan Review.

29. Development within each Phase, as approved by condition 1, shall not begin until details of the width, alignment and gradient of the on-site Transport Infrastructure for that Phase have been submitted to and approved, in writing, by the Local Planning Authority. The details shall include all horizontal cross sections and longitudinal sections showing the existing and proposed levels, materials to be used, together with details of street lighting and the method of disposing of surface water. The on-site Transport Infrastructure shall be laid out and constructed in accordance with the approved details and the details approved by condition 28 approved unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – To ensure the development can be satisfactorily accessed by all modes of transport, that the on-site Transport Infrastructure are constructed to satisfactory standards, that existing transport network is made up to a satisfactory standard to provide convenient and safe access, to ensure the site remains economically viable and to comply with Policies R/DP1, R/DP3, R/T2, R/T3 and R/T10 of the Gosport Borough Local Plan Review.

30. Development within each Phase, as approved by condition 1, shall not begin until arrangements to secure an on-site Transport Infrastructure Management Plan for that Phase has been submitted to and approved, in writing, by the Local Planning Authority. The on-site Transport Infrastructure Management Plan shall include details of the management responsibilities and maintenance schedules. The on-site Transport Infrastructure shall be retained and managed in accordance with the on-site Transport Infrastructure Management Plan unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – To ensure that the site can be satisfactorily accessed and remains conveniently and safely accessible to all occupiers and users by all modes of transport, to ensure that the site remains economically viable and to comply with

Policies R/DP1, R/T2, R/T3 and R/T10 of the Gosport Borough Local Plan Review.

31. Development within each Phase, as approved by condition 1, shall not begin until a scheme for the routing of construction vehicles for that Phase has been submitted to, and approved, in writing, by the Local Planning Authority, including;

- Construction vehicle routes;
- The type and location of signage to be displayed for construction vehicles;
- The information to be provided to construction vehicle drivers directing them to the site;
- A timetable for the provision of the scheme.

The development shall be carried out in accordance with the approved scheme and timetable or any subsequent variations as agreed, in writing, by the Local Planning Authority.

Reason - To ensure that the development does not result in a harmful impact on the free flow of traffic on the existing highway network, to ensure that construction traffic can safely access the site, to preserve the amenities of the occupiers of the surrounding residential properties and to comply with Policies R/DP1, R/T2 and R/T10 of the Gosport Borough Local Plan Review.

32. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, as amended (or any Order revoking or re-enacting that Order), no building shall change to a use falling within Class C3 from a use falling within Class B of the aforementioned Order.

Reason – To preserve the employment led aims and objectives for the site, in the interests of the amenity of existing and future occupants and to ensure satisfactory levels of car and cycle parking and refuse storage are provided and to comply with the NPPF and Policies R/DP1, R/DP4, R/T3 and R/T11 of the Gosport Borough Local Plan Review.

33. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order), no garden shall be subdivided or fences, gates or walls, or any other form of boundary treatment, erected.

Reason – To preserve the character and appearance of the Conservation Area and the architectural and historic integrity and setting of the Listed Buildings and Park, in compliance with the National Planning Policy Framework and Policies R/DP1, R/BH1, R/BH3 and R/BH6 of the Gosport Borough Local Plan Review.

34. No development shall take place until details of the pedestrian crossings and traffic management measures necessary to secure safe access to and egress from the site from Haslar Road have been submitted to and approved, in writing, by the Local Planning Authority.

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

35. The development shall not be occupied, with the exception of the 15 Listed existing ancillary dwellings, until the pedestrian crossings and traffic management measures approved pursuant to condition 35 have been provided in accordance with the approved details and these measures shall be retained thereafter, unless otherwise agreed, in writing, by the Local Planning Authority.

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

36. No development within the zones of flood risk, excluding site clearance, shall take place until a programme of work in relation to flood risk, including a timetable for completion of the works and an Emergency Flood Evacuation Plan to be implemented in the event of a flood, and details of the method of repair of the sea wall, has been submitted to and approved, in writing, by the Local Planning Authority. The programme shall also include additional wave overtopping analysis and information to demonstrate how the affected buildings can remain safe during the lifetime of the development and finished floor levels. The works shall thereafter be carried in accordance with the approved programme and any flood mitigation measures carried out shall be retained thereafter, unless otherwise agreed, in writing with the Local Planning Authority.

Reason – Such details are yet to be submitted and in the interests of the visual amenity of the locality and to protect people and property from the risk of flooding and to comply with the National Planning Policy Framework and Policy R/DP1 of the Gosport Borough Local Plan Review.

37. The development shall not be occupied, excluding the 15 Listed existing ancillary residential dwellings, until detailed Travel Plans, including details of the appointment of the Green Travel Plan Coordinator and a method of monitoring and implementation relating to the operation of the uses, have been submitted to and approved, in writing, by the Local Planning Authority. The development shall operate in accordance with the approved Travel Plans following the first occupation of each use unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – To reduce the impact of the development on the surrounding highway network, to support sustainable transport objectives, including a reduction in single occupancy car journeys, and to encourage an increased use of public transport, walking and cycling and to comply with the National Planning Policy Framework and Policy R/T2 of the Gosport Borough Local Plan Review.

38. No development within each Phase, as approved by condition 1, excluding site clearance, shall commence until details of the method of ventilation and details of any equipment to control the emission of fumes and odour and details of the future management of the equipment have been submitted to and approved, in writing, by the Local Planning Authority. The equipment shall be provided in accordance with the approved details before each building is first brought into use and retained in accordance with the approved management details.

Reason – To protect the amenities of surrounding properties, and to comply with Policies R/DP1, R/ENV10 and R/ENV12 of the Gosport Borough Local Plan Review.

39. No development within each Phase, as approved by condition 1, shall be brought into use until the hard and soft landscaping works for that Phase have been carried out in accordance with a programme/timetable submitted to and agreed, in writing, by the Local Planning Authority before works above slab level commence within that Phase. The landscape works shall thereafter be managed in accordance with a detailed scheme to be submitted and approved, in writing, by the Local Planning Authority for five years, unless otherwise agreed in writing by the Local Planning Authority.

Reason - In the interests of the future visual amenity of the locality and the setting of the Listed Buildings and Listed Park and Haslar Conservation Area and to comply with the National Planning Policy Framework and Policies R/DP1, R/BH1, R/BH3 and R/BH6 of the Gosport Borough Local Plan Review.

40. No development within each Phase, as approved by condition 1, shall be brought into use until the approved access, parking areas and turning areas for that Phase have been made up, surfaced and marked out. The access, parking areas and turning areas shall be retained in accordance with the approved details thereafter 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 the setting of the Listed Buildings and Listed Park and Haslar Conservation Area and to comply with the National Planning Policy Framework and Policies R/T3, R/T11, R/DP1, R/BH1, R/BH3 and R/BH6 of the Gosport Borough Local Plan Review.

41. No non-residential unit within each Phase, as approved by condition 1, shall be brought into use until the approved refuse storage and collection and long and short stay cycle parking facilities for those units have been provided. The approved facilities shall thereafter be retained unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure adequate refuse storage and collection and cycle parking facilities are provided and to comply with the National Planning Policy Framework and Policy R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

42. No residential unit within each Phase, as approved by condition 1, (including uses falling within both Class C2 and Class C3) shall be brought into use until the approved refuse storage and collection and long and short stay cycle parking facilities for those units have been provided. The approved facilities shall thereafter be retained unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure adequate refuse storage and collection and cycle parking facilities are provided and to comply with the National Planning Policy Framework and Policy R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

43. Details of the hours of operation of all non-Class C2 and C3 residential uses on the site shall be submitted to and approved, in writing, by the Local Planning Authority before those uses are first commenced.

Reason - To preserve the amenity of neighbouring and prospective occupiers and to comply with the National Planning Policy Framework and Policies R/DP1, R/ENV10 and R/ENV11 of the Gosport Borough Local Plan Review.

44. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - To ensure that surface water drainage from the proposed development does not result in a deterioration of groundwater quality and to comply with the NPPF and Policies R/DP1, R/ENV2, R/ENV4 and R/ENV5 of the Gosport Borough Local Plan Review.

45. No percussive piling or works involving the use of heavy machinery that results in a noise level exceeding 69bdA being audible when measured from the nearest point of the Portsmouth Harbour Special Protection Area (SPA) shall be permitted to take place during the overwintering period (October - March inclusive), unless the existing noise level at the nearest point of the Portsmouth Harbour Special Protection Area (SPA) already exceeds 69dbA, in which case, no works shall be undertaken during the specified period if the resultant noise level would exceed the existing noise level when measured from the sensitive receptor site (SPA).

Reason - To preserve the environment for the over-wintering bird population and to comply with the National Planning Policy Framework and Policies R/DP1, R/OS11, R/OS12 and R/OS13 of the Gosport Borough Local Plan Review.

Informatives:

1. You are reminded of the need to complete, and update as necessary, a Site Waste Management Plan (SWMP) in accordance with the 2008 SWMP Regulations.
2. A formal agreement should be entered into with Southern Water to provide the necessary sewerage infrastructure required to service this development. Please contact Atkins Ltd, Anglo St James House, 39A Southgate Street, Winchester, SO23 9EH (Tel: 01962 858688).
3. The applicant is advised that any disturbance or removal of material within 200 metres of a flood defence, measured from the landward side, will require the prior written permission of the Environment Agency in the form of a Flood Defence Consent. For further advice, please contact Rob Waite (Tel: 01962 764897).
4. Should asbestos be found to be present on the site, you are advised to stop work and contact the Health and Safety Executive Immediately.
5. You are reminded of the need to obtain the necessary licences from Natural England for works affecting Protected Species.

Appendix D

List of Conditions - Listed Building Application reference 12/00590/LB

1. Development shall not begin until a Phasing Plan for demolition and construction, including a methodology for demolition, and the details of the measures to be put in place to secure the construction of the new buildings through the implementation of Outline planning permission 12/00591/OUT, has been submitted to and approved, in writing, by the Local Planning Authority. The development shall take place in accordance with the approved Phasing Plan unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - In the interests of the amenity of the area and the special historic and architectural characteristics of the Listed Buildings and Listed Park and the character and appearance of the Haslar Conservation Area and to comply with Policies R/BH1, R/BH2, R/BH3, R/BH4 and R/DP1 of the Gosport Borough Local Plan Review.

2. Development within each Phase shall not begin until all buildings identified for demolition on Drawing no. 1049.04 AD REV A within that Phase, have been recorded, in accordance with a written scheme to be submitted to and approved, in writing, by the Local Planning Authority.

Reason – To preserve the site’s historic integrity and to provide an accurate record of heritage assets in compliance with the NPPF and Policies R/BH1, R/BH2, R/BH3, R/BH4 and R/BH8 of the Gosport Borough Local Plan Review.

3. Development within each Phase shall not begin until a methodology for making good of the land where buildings are proposed to be demolished has been submitted to and approved, in writing, by the Local Planning Authority. The development shall take place in accordance with the approved methodology unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - In the interests of the amenity of the area and the special historic and architectural characteristics of the Listed Buildings and Listed Park and the character and appearance of the Haslar Conservation Area and to comply with Policies R/BH1, R/BH2, R/BH3, R/BH4 and R/DP1 of the Gosport Borough Local Plan Review.

4 Development within each Phase shall not begin until a methodology for making good and restoring areas of heritage assets adjoining or attached to Listed buildings to be demolished has been submitted to and approved, in writing, by the Local Planning Authority. The development shall take place in accordance with the approved methodology unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - In the interests of the amenity of the area and the special historic and architectural characteristics of the Listed Buildings and Listed Park and the character and appearance of the Haslar Conservation Area and to comply with Policies R/BH1, R/BH2, R/BH3, R/BH4 and R/DP1 of the Gosport Borough Local Plan Review.

5. No development shall take place until the applicant has secured the implementation of a management plan detailing measure to be taken to protect the Listed heritage assets for the duration of the development. This management plan is to be submitted to and approved, in writing, by the local planning authority.

Reason- To mitigate the effect of the works associated with the development upon the many heritage assets across the site and to comply with the NPPF and Policies R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

6. No development shall take place until the applicant has secured the implementation of a management plan detailing the phasing of the repair and restoration of the Listed heritage assets. This management plan to be submitted to and approved, in writing by, the local planning authority.

Reason- To ensure that the development Phases are balanced with the repair and restoration of the heritage assets, and that these assets are repaired and restored in appropriate stages prior to the completion of the development to comply with the NPPF and Policies R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

7. No development shall take place until the applicant has secured the implementation of a management plan detailing measure to be taken to protect the listed historic landscape for the duration of the development, including details of the ongoing management strategy for the site. This management plan is to be submitted to and agreed, in writing, by the local planning authority.

Reason- To mitigate the effect of the works associated with the development upon any part of the historic landscape and to ensure that information regarding this historic landscape is preserved by record for future generations and to comply with the NPPF and Policies R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

Appendix E

List of Conditions – Variation/Removal Application reference 14/00192/VOC

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:

1049/HT01 and 1049/HT02,

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

3. The dwellings hereby permitted shall not be occupied until the areas shown on the approved plan for the parking of vehicles have been made available, surfaced and marked out in accordance with details submitted to and approved, in writing, by the Local Planning Authority. These areas shall be retained for the purpose of car parking at all times.

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.

4. The dwellings hereby permitted shall not be occupied until long stay cycle storage facilities have been provided in accordance with details submitted to and approved, in writing, by the Local Planning Authority. The long stay cycle storage facilities shall be retained thereafter unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – Such details have yet to be provided and in order to ensure that adequate cycle storage is provided and to preserve the character and appearance of the Conservation Area and the architectural and historic integrity and setting of the Listed Buildings and Park, in compliance with the National Planning Policy Framework and Policies R/DP1, R/BH1, R/BH3 and R/BH6 of the Gosport Borough Local Plan Review.

5. Before the development hereby permitted is first brought into use short stay cycle parking facilities shall be provided in accordance with a detailed scheme submitted to and approved, in writing, by the Local Planning Authority. The short stay cycle storage facilities shall be retained thereafter unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – Such details have yet to be provided and in order to ensure that adequate cycle storage is provided and to preserve the character and appearance of the Conservation Area and the architectural and historic integrity and setting of the Listed Buildings and Park, in compliance with the National Planning Policy Framework and Policies R/DP1, R/BH1, R/BH3 and R/BH6 of the Gosport Borough Local Plan Review.

6. Before the development hereby permitted is first brought into use facilities for the storage of refuse, including refuse collection areas, shall be provided in accordance with a detailed scheme submitted to and approved, in writing, by the Local Planning Authority. The refuse storage facilities shall be retained thereafter unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – Such details have yet to be submitted and in order to ensure that adequate refuse storage facilities are available and to preserve the character and appearance of the Conservation Area and the architectural and historic integrity and setting of the Listed Buildings and Park, in compliance with the National Planning Policy Framework and Policies R/DP1, R/BH1, R/BH3 and R/BH6 of the Gosport Borough Local Plan Review.

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order), no garden shall be subdivided or fences, gates or walls, or any other form of boundary treatment, erected.

Reason – To preserve the character and appearance of the Conservation Area and the architectural and historic integrity and setting of the Listed Buildings and Park, in compliance with the National Planning Policy Framework and Policies R/DP1, R/BH1, R/BH3 and R/BH6 of the Gosport Borough Local Plan Review.

GOSPORT BOROUGH COUNCIL – REGULATORY BOARD

15th July 2014

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>	INDEX <u>Address</u>	<u>Recommendation</u>
01.	3-9	14/00214/FULL	Land Adjacent To 35 Long Water Drive Gosport Hampshire	Grant Permission subject to Conditions / s106
02.	10-13	14/00252/FULL	131 Stoke Road Gosport Hampshire PO12 1SD	Grant Permission subject to Conditions
03.	14-16	14/00080/FULL	27 Vernon Road Gosport Hampshire PO12 3NT	Grant Permission subject to Conditions
04.	17-18	14/00220/FULL	26 Braemar Close Gosport Hampshire PO13 0YE	Grant Permission subject to Conditions

ITEM NUMBER: 01.
APPLICATION NUMBER: 14/00214/FULL
APPLICANT: Mr & Mrs A Panton
DATE REGISTERED: 22.04.2014

ERECTION OF 1 NO. DETACHED THREE BEDROOM DWELLING, DETACHED GARAGE AND ASSOCIATED LANDSCAPING AND CAR PARKING (as amended by plan received 14.05.14)

Land Adjacent To 35 Long Water Drive Gosport Hampshire

The Site and the proposal

1. The application site is located adjacent to the turning head at the south western terminus of the Long Water Drive cul-de-sac. The locality is characterised by two storey detached and semi-detached dwellings with open front gardens and off street parking, including a number of detached garages. The dwellings within the area are generally constructed of red brick under pitched, tiled roofs.

2. The application site is 'L' shaped and is approximately 20m-22m deep and 17m wide at the front and 13m wide at the rear. The site currently forms part of the garden of a two storey, detached property, 35 Long Water Drive. This property is set back from the back edge of the footway by 5.5m and is 6.2m wide and 11.2m deep. It is constructed of red bricks with a section of timber cladding on the front elevation and has a pitched, tiled roof. The western elevation of this property has no openings. There is a single storey extension on the eastern side of the rear elevation of this property and a detached garage located alongside its eastern boundary with three parking spaces in front of the garage and dwelling. The garden area on the western side of the property is bound by an Evergreen hedge and an approximately 3m high wire mesh fence, beyond which is Monkton Sports Field. The rear site boundary is a 1.6m high fence also backing onto the field. The Sports Field is designated as a Site of Importance for Nature Conservation (SINC) on account of the populations of Brent Geese it supports. The area to the front of the property is laid to lawn and to the north and east are dwellings of similar design to number 35. There are no parking restrictions along Long Water Drive.

3. It is proposed to erect a detached, two storey, three bedroomed dwelling to the west of number 35 Long Water Drive and a detached garage in the north west corner of the site. The site would be divided north to south with the new dwelling occupying a curtilage of approximately 497m². The proposed dwelling would be 7.5m wide, 11.2m deep and have a pitched roof 8.6m high. It would be positioned on the same alignment and orientation as number 35 and would have a front bay window with canopy over and a 0.8m deep, single storey rear projection. There would be a pedestrian access door and bay window with two first floor bedrooms windows in the front (north) elevation, two ground floor and one first floor window in the eastern side elevation and four ground floor and one first floor window in the western elevation. The rear elevation would contain two pedestrian doors at ground floor level and two first floor windows. The dwelling would be constructed of red brick with hanging tiles under a tiled roof and would have white UPVc windows and doors.

4. The garage would be sited in the north western corner of the site and would be 5.2m wide, 5.2m deep and have an eaves height of 2.6m. Originally, the garage was proposed to be 4.8m high to the top of the pitched roof, however, concerns were raised regarding this design and amended plans have now been received showing a garage with an overall height of 3.1m. It would be constructed using materials to match the proposed dwelling and would have a garage door in the eastern elevation.

5. The existing property would retain its minimum of three parking spaces within the existing garage and parking areas on the eastern side and in front of the property. The northern part of the site would be laid with tarmac to provide access to the site and the proposed garage and would contain a further three parking spaces for the proposed dwelling. The plans also show landscape planting on the north and west boundaries and the erection of a new 1.8m high close boarded fence along

the western boundary of the application site with Monkton Sports Field. The plans show the Evergreen hedging on the western boundary to be removed. The Ecology report submitted in support of the application concludes that there are no trees/hedges on or adjacent to the site that have potential to support any protected species, including roosting bats.

Relevant Planning History

Nil

Relevant Policies

National Planning Policy Framework (NPPF), March 2012

Gosport Borough Local Plan Review, 2006:

- R/DP1
- General Standards of Development within the Urban Area
- R/H4
- Housing Densities
- R/ENV10
- Noise Pollution
- 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/OS11
- Protection of Areas of National Nature Conservation Importance

Consultations

Local Highway Authority	No objection. The existing garage serving number 35 does not comply with the requirements of the Parking SPD, however, it is acknowledged that this is an existing situation. With regard to the new dwelling, there is a requirement for the provision of two car parking spaces, three long stay cycle parking spaces and one short stay cycle space. No water from the site shall be permitted to discharge onto the highway. For the provision of a new vehicular access a Section 171 licence will be required from the Local Highway Authority. A Transport, Infrastructure, Services and Facilities contribution will be required.
Streetscene Waste & Cleansing	No objection. Bin requirements are 1 x 240 litre domestic and 1 x 240 litre recycling wheeled bins. Adequate storage space for bins which will require placing kerb-side on Long Water Drive.
Building Control	No objection. An application for Building

	Regulations approval required.
Crime Prevention & Design	No objection.
Natural England	No objection. The proposal is likely to increase the level of recreational disturbance along the coast, the impact of which will need to be satisfactorily mitigated.
Environmental Health	No objection. Noise during construction should be controlled.
HCC Ecology	No objection. The ecological information presented is sufficient and provided measures are adhered to during construction, there would be no harmful ecological impact. The proposed timber garden fencing would serve as a suitable screen to prevent disturbance to over-wintering birds.

Response to Public Advertisement

5 letters of objection (to original plans)

Issues raised:-

- the developer has indicated that the planning application has already been approved
- the site should be visited during the evening
- location of garage will prevent maintenance of adjacent wall
- there may be a covenant preventing the front garden to be built upon
- disturbance during building works
- loss of view of the playing field
- the proposal is out of keeping with the character of the area
- the height and location of the proposed garage is out of keeping with all other garages on the estate
- loss of privacy (to number 36)
- proposal would result in the loss of green areas and native hedging
- there are bats living within the trees that would be affected by the development
- garage is large and may be used as a workshop and, as such, will create noise and disturbance
- new dwelling will exacerbate existing parking issues in the locality
- the new access from the turning head would result in the loss of parking spaces for the existing residents and displacement of parking within the estate
- number of proposed on-site parking spaces suggests there will be excessive additional vehicular movements

Principal Issues

1. The application site is located within the Urban Area Boundary where the principle of development is acceptable, provided that the details accord with the relevant policies of the National Planning Policy Framework (NPPF) and the relevant policies of the Gosport Borough Local Plan Review. This application has not yet been determined and will be considered on its individual merits. The submitted plans are of adequate detail and, in conjunction with the Officer's site visit, are sufficient enable the application to be determined. Access for the maintenance of adjacent walls and covenants attached to land are private legal matters and cannot be taken into account when determining this application. There is no right to a view under planning legislation. The main issues in this case, therefore, are the impact on the character and visual amenity of the locality, the impact on the amenities of neighbouring and prospective occupiers, the adequacy of access and parking arrangements and the provision for cycle parking, refuse storage and collection, open space and highway infrastructure improvements, recreational disturbance and nature conservation.

2. The layout of the proposed dwelling and its appearance is considered to be appropriate in this location and reflective of the existing grain of development in the locality. The alignment with, and separation of 3m from the opposing elevation of number 35 is reflective of the existing pattern and layout of development within the estate. The scale, form, height and mass of the proposed dwelling is appropriate in the context of the surrounding buildings. The external materials are recommended to be secured by condition to ensure the appearance and detailing reflects the existing, surrounding buildings. The proposed fence and parking area at the front of the proposed dwelling, which is shown to be forward of a grassed front garden and surrounded by landscaping planting, is appropriate within this residential context. The garage is well proportioned, would be constructed using matching materials and is proposed to be discretely located in the north western corner of the site and, as such, is acceptable in visual terms. None of the evergreen hedging that would be affected by the proposal have significant landscape value in visual terms and are not worthy of retention. The proposal is, therefore of an acceptable design and would not harm the character and visual amenity of the locality, in compliance with the NPPF and Policy R/DP1 of the Gosport Borough Local Plan Review.

3. The proposed dwelling would be located adjacent to number 35 Long Water Drive and will not extend forward or rearwards of that property. The opposing elevation of this property has no openings and, therefore, the proposed dwelling would not have a harmful impact on the amenities of the occupiers of that property in terms of loss of light or outlook. The proposed dwelling would be sited approximately 21m away from number 36 to the north and although the garage would be located adjacent to the boundary, it would have a pitched roof that slopes away from the boundary and a low overall height. In terms of privacy, whilst some views into the amenity space to the rear of numbers 35 and 36 will be afforded from first windows in the front and rear elevations of the proposed dwelling, this would be from an oblique angle and is reflective of the existing pattern and character of development in this area and the view to 36 to the north would be the same as from the existing property and interrupted by the proposed garage. This, together with the separation distances between the properties in excess of 20m ensures that there will be no harmful overlooking towards either neighbour. It is accepted that the proposal will result in an increase in activity on the site, however, as this is a single dwelling, this will not be harmful in the context of existing surrounding residential development. Any statutory noise nuisance would be dealt with under Environmental Health legislation. The site located at the terminus of a cul-de-sac and only has dwellings to the north and east. It is not, therefore, considered reasonable to recommend a condition restricting the hours of construction works on site. The windows in the eastern elevation of the proposed dwelling that face number 35 would serve non-habitable rooms and the rear garden of the proposed dwelling would exceed the 10.5m guideline for a private garden within Appendix B of the Gosport Borough Local Plan Review and the prospective occupiers would be afforded a reasonable outlook. The curtilage of the proposed dwelling is of sufficient size to accommodate acceptable levels of refuse and cycle storage, details of which can be controlled by condition. The impact on the amenities of neighbouring and prospective occupiers is, therefore, acceptable and the proposal complies with the NPPF and Policies R/DP1, R/H4 and R/ENV10 of the Gosport Borough Local Plan Review.

4. The Car Parking SPD recommends two car parking spaces for a three bedroom dwelling. Both the existing property and the proposed dwelling have three bedrooms and each has a minimum of three parking onsite parking spaces. Both dwellings meet the standards within the SPD and the proposed parking provision is, therefore, acceptable. It is recommended to secure the provision and retention of the car parking for both existing and proposed dwellings by condition. The visibility to and from both sites is acceptable and whilst the proposal will require a dropped kerb to be provided on the western side of the turning head to provide access for the new dwelling, these highway works do not require planning permission. Concern has been expressed that the provision of a new access from the turning head would reduce the amount of on street parking available in the locality. The turning head, however, serves as a manoeuvring area for vehicles and a means of access to the existing dwellings and, as such, ought not to be used for parking. The properties along Long Water Drive have off street parking and any indiscriminate parking of vehicles on private land is a private legal matter and should the highway be obstructed, this would be a matter for the Police. The proposed development, therefore, will not have a harmful impact on highway and pedestrian

safety. Notwithstanding the loss of a section of the turning head to provide a vehicular access to the proposed dwelling, the development proposes sufficient car parking and the introduction of an additional dwelling would not significantly prejudice opportunities for existing residents and visitors to park on-street due to increasing competition for parking spaces. The applicant has confirmed a willingness to enter a planning obligation under Section 106 relating to the payment of a sum towards Transport Infrastructure, Services and Facilities in accordance with Policies R/DP3 and R/T4 of the Gosport Borough Local Plan Review. Without this obligation the proposal is unacceptable. Subject to the completion of the Section 106 agreement and condition as set out above, the proposal complies with the NPPF and Policies R/DP1, R/T4, R/T11 and R/DP3 of the Gosport Borough Local Plan Review.

5. In lieu of provision of outdoor playing space on site the applicant is required to enter into a Section 106 agreement to make a contribution towards public open space facilities within the Borough. The proposal will also introduce an additional dwelling which would also result in increased recreational pressure on the coast and a consequential impact on the protected species for which the Solent and Southampton Water and Portsmouth Harbour SSSI/SPA/Ramsar sites are designated. To address this impact, the applicants is required to contribute towards the provision of mitigation measures to address the impact of recreational disturbance to help provide an alternative area of recreational space accessible for residents of the new development. Without this obligation, the proposal is unacceptable. Whilst the ecological report supporting the application does not identify any protected species on the site, such as bats, it is proposed to impose a condition to ensure the works are carried in accordance with a method statement to ensure that there is no overall harm to biodiversity on the site or the adjacent SINC. Subject to the completion of the Section 106 agreement to secure commuted sums towards public open space and mitigating the impact of recreational disturbance and a condition to secure the carrying out of works in accordance with an ecological method statement, the proposal would not harm the interests of nature conservation and is in compliance with the NPPF and Policies R/OS8, R/OS11 and R/OS13 of the Gosport Borough Local Plan Review.

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 measures to mitigate recreational disturbance.
3. The payment of a commuted sum towards the provision of transport infrastructure.

Subject to the following condition(s):-

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

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

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

13075/002P revision C

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with the NPPF and Policies R/DP1, R/H4 and R/T11 of the Gosport Borough Local Plan Review.

3. Before development is commenced, a full Method Statement detailing how construction activities will be undertaken so as to avoid impacts to adjacent designated sites shall be submitted to and approved, in writing, by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details, unless otherwise agreed, in writing, with the Local Planning Authority.

Reason - To provide adequate ecological protection in accordance with the Conservation Regulations 2010, Wildlife & Countryside Act 1981 (and amendments) and Policies R/DP1, R/OS11 and R/OS13 of the Gosport Borough Local Plan Review.

4. No development above slab level shall take place until 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 has been 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 the NPPF and Policy R/DP1 of the Gosport Borough Local Plan Review.

5. The landscaping scheme approved in accordance with Condition 4 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 the NPPF and Policy R/DP1 of the Gosport Borough Local Plan Review.

6. No development above slab level shall take place until full details of the hard landscaping works has been submitted to and approved, in writing, by the Local Planning Authority. These details shall include all hard surfacing materials and boundary treatments. The new dwelling shall not be occupied until the hard landscaping works have been carried out in accordance with the approved details.

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 the NPPF and Policies R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

7. No development above slab level shall take place until details of all external facing and roofing materials, including for the garage, have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved details unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - Such details have yet to be provided and to ensure that the appearance of the development is acceptable and to comply with the NPPF and Policy R/DP1 of the Gosport Borough Local Plan Review.

8. The area hatched in blue on the approved plan, 13075/002P revision C, for the parking of vehicles shall be retained for that purpose at all times unless agreed, in writing, by the Local Planning Authority.

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

9. The development hereby permitted shall not be occupied until the areas, hatched in green on the approved plan, 13075/002P revision C, have been made available, surfaced and marked out in accordance with details submitted to and approved, in writing, by the Local Planning Authority. These areas shall be retained for the purpose of car parking at all times.

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.

10. The development shall not be occupied until short and long stay cycle parking has been provided in accordance with a scheme to be submitted to and approved, in writing, by the Local Planning Authority. The cycle parking facilities shall be retained for the parking of cycles at all times unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure a satisfactory level of cycle parking is provided on the site and to comply with the NPPF and Policies R/DP1, R/T3 and R/T11 of the Gosport Borough Local Plan Review.

11. The development shall not be occupied until facilities for the storage of refuse has been provided in accordance with a scheme to be submitted to and approved, in writing, by the Local Planning Authority. The refuse storage facilities shall be retained for that purpose at all times unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - In order to ensure that adequate refuse storage facilities are available in compliance with the NPPF and Policy R/DP1 of the Gosport Borough Local Plan Review.

ITEM NUMBER: 02.
APPLICATION NUMBER: 14/00252/FULL
APPLICANT: Milton (BVI) Ltd
DATE REGISTERED: 14.05.2014

CHANGE OF USE OF GROUND FLOOR FROM RETAIL (CLASS A1) TO HEALTH AND FITNESS CENTRE (CLASS D2) (as amplified be emails received 24.06.14 and 27.06.14)
131 Stoke Road Gosport Hampshire PO12 1SD

The Site and the proposal

1. The application site is located on the southern side of Stoke Road, within the Urban Area Boundary and the Stoke Road District Shopping Centre. The application property is a modern, two storey building with a flat roof. The ground floor of the building was previously a 411m² Class A1 Retail Unit and has been vacant since October 2012. The first floor is currently operating as a Snooker Club (Class D2). To the west of the site is the now vacant Blockbuster Video and the property to the east is Waitrose. Both are Class A1 retail uses. There is a large car park at the rear of the site which serves Waitrose, however, there are 6no. spaces within that car park allocated to the unit, the subject of this application. There are commercial units on the opposite side of the road from the application site with the nearest residential properties being flats above the retail units of Stokesway, approximately 20m away from the application site. There are bus stops immediately outside of the application site and a number of short stay parking spaces along Stoke Road. The nearest public car park is located approximately 160m away, on Jamaica Place.

2. The application proposes to the change the use of the ground floor Class A1 retail unit to a health and fitness centre (Class D2).

3. The application proposes no external changes to the building and any signage would be subject to a separate application for Advertisement Consent, if required. 3no. full time and 5no. part time members of staff would be employed and the proposed opening hours are 06.00-22.00 every day, including Sundays and Bank Holidays. Indicative floor plans and a provisional timetable of classes have been provided in support of the application. These details indicate that the unit could be divided into a number of configurations, including a Dance Area and Ring Area at the rear of the unit and a Reception Area, Dojo and Crèche at the front. The timetable indicates that the Crèche would operate between 08.00 and 13.00 and this would be ancillary to the proposed Class D2 planning unit.

Relevant Planning History

Nil

Relevant Policies

National Planning Policy Framework (NPPF), March 2012

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/S3

Principal & District Shopping Centres

R/S5

Non 'Class A' Uses in Shopping Centres at Ground Floor

R/T11

Access and Parking

R/ENV10

Noise Pollution

Consultations

Local Highway Authority

No objection. The development would not attract a Transport, Infrastructure, Services and Facilities contribution. The existing and proposed parking arrangements have been considered and to date the Local Highway Authority have not been made aware of any issues relating to this site.

Response to Public Advertisement

4 letters of objection

Issues raised:-

- developer ought to consider changing the unit into a small shopping mall
- the facility could be provided elsewhere, such as within a mixed-use development
- inconsistencies within the submitted documents in respect of car park access location, location of residential properties and likely customer numbers
- proposal would result in direct competition with other nearby health facilities which could result in the loss of the existing facilities, contrary to Policies R/CF2 and R/CF10
- proposed use would not be as effective as the existing facilities nearby
- non Class A uses in the Centre should increase diversity for customers, not a similar service already provided
- the proposed use is not appropriate for a ground floor unit within a shopping Centre
- proposal may prejudice the retail function of the Centre by concentrating similar, non retail uses.
- proposal would harm the vibrancy of Stoke Road
- a number of units have changed and no longer have window displays
- at present, Stoke Road does not have an evening economy and the use would not encourage the daytime economy
- proposal would put additional pressure on parking in the locality and add to traffic congestion
- proposal would result in noise and disturbance as a result of music and activity, particularly given opening times

Principal Issues

1. The Local Planning Authority is required to determine the application as submitted and on its individual merits. Whilst the inconsistency within the submitted planning statement regarding the access point to the Waitrose Car Park being from Molesworth Road, not South Street is noted, the submitted plans are of adequate detail and, in conjunction with the Officer's site visit, are sufficient to identify the location of the site access points and neighbouring residential properties and enable the application to be determined. There are no inconsistencies regarding the likely customer numbers within the planning statement. Policies R/CF2 and R/CF10 are related to the protection of existing sites which contain Community and Health Facilities from inappropriate development and are, therefore, not relevant to this application. Commercial competition and the quality/effectiveness of any particular exercise approach are not material planning considerations. Paragraph 23 of the National Planning Policy Framework states that Local Planning Authorities should promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres. The main issues in this case, therefore, are the acceptability of the proposal in land use terms and its impact on the retail function, vitality and viability of the District Shopping Centre, traffic and parking conditions in the locality and the impact on the amenities of neighbouring occupiers in terms of noise and disturbance.

2. Policy R/S3 of the Gosport Borough Local Plan Review aims to ensure that no more than 33% of the commercial units within a District Centre comprise of uses other than those in Classes A1 and A2. The latest survey for the Stoke Road District Centre (Feb 2014) shows that, currently, a total of 29.8% of the retail frontage was in non Class A1 and A2 use. The proposed change of use would result in an increase to 31.9% and, therefore, whilst the proposed use is not within Class A, it is unlikely to contribute to a reduction in the vitality or viability of the retail function of the Centre.

Policy R/S5 requires development proposals for changes of use at ground floor level to be appropriate to a shopping centre, to not contribute to a significant reduction in the vitality or viability of the centre and requires a shop window display to be maintained. It is considered that the proposed use would provide footfall within the Centre which could benefit other businesses as a result of combined trips. The proposed use would only be the second such use within the Town Centre/Stoke Road area and, therefore, would not constitute a harmful concentration of similar, non retail uses. The proposed use is, therefore, considered to be appropriate within the Centre. The proposal would also bring a vacant unit back into use, thereby positively contributing to the vitality of the Centre. Whilst other shops may no longer have window displays, the applicant has confirmed that the proposed use would maintain a window display of goods for sale and services offered and it is proposed to control this, and its future retention, by condition. The proposed use is, therefore, considered appropriate to the District Centre in visual terms and the proposal would not significantly affect the primary retail function of the Centre. It would not either individually, or cumulatively with the other non Class A uses, reduce the vitality or viability of the defined Centre, or its ability to serve the needs of the Borough's residents. The unit will continue to use the existing servicing arrangements at the rear of the building and the change of use would not adversely affect the servicing arrangements of the adjacent uses. Under the circumstances, the change of use is acceptable in land use terms, and complies with the NPPF and Policies R/DP1, R/S3 and R/S5 of the Gosport Borough Local Plan Review.

3. The existing staff car parking arrangements within the Waitrose car park are satisfactory in number and location. The Gosport Borough Car Parking Supplementary Planning Document (SPD) would require a minimum of 21no. parking spaces for a retail unit of this size. The existing unit, like the majority along Stoke Road, does not have its own designated car park. The SPD recognises that a health and fitness centre use is likely to have different character of use and activity than a retail unit, and requires the level of parking for such uses to be calculated on the merits of each individual circumstance. In this instance, the Local Highway Authority has confirmed that no contribution towards Transport Infrastructure, Services and Facilities is required, reflecting that there would not be an increase in vehicle trips associated with this use, compared to its lawful use as a retail unit. The site is located within a District Shopping Centre, in a highly accessible location in close proximity to public transport services. There is parking available within bays along Stoke Road and there are car parks in the locality, notably within the large public car park adjacent to Jamaica Place Car Park, 160m away. There are restrictions in the locality which prevent inappropriate parking. The types of activities proposed within the unit are likely to be only participatory and, as such, the maximum numbers of visitors at any given time will be restricted by the available floor area of the unit and the movements will be spread out over the opening times. The proposed use would not, therefore, significantly increase parking demand in the locality and given the availability of parking and public transport links in the immediate vicinity, there will not be a detrimental impact on highway or pedestrian safety. The proposal, therefore, complies with NPPF and Policy R/T11 of the Gosport Borough Local Plan Review.

4. The application site is an existing Class A1 retail unit within a District Shopping Centre and it can reasonably be expected that this lawful use would create a level of noise from its associated activity, and could currently be operated 24 hours a day and 7 days per week. There are also other uses close by that would result in noise and disturbance at more anti-social hours of the day, such as pubs, restaurants and takeaways. The nearest residential properties are located approximately 20m away, above a row of commercial units on the opposite side of Stoke Road. The proposed use would be contained within the building and there is Environmental Health legislation which would control any statutory noise nuisance as a result of loud music. Having regard to the above and the site's location within this District Shopping Centre, the proposal would not generate a harmful level of noise and disturbance from persons entering and leaving the property or vehicles using the nearby roads in connection with its operation, significantly over and above the existing use. Whilst the pattern of use may change, the existing retail use is unrestricted and the site is located within an accessible, commercial centre and the proposed use would not generate a significant number of additional trips over that to be expected from a normal retail use. It is not, therefore, considered necessary to control the numbers of customers or staff. Given the above, the use would not have a harmful impact on the neighbouring occupiers and is in compliance with the NPPF and Policies R/DP1 and R/ENV10 of the Gosport Borough Local Plan Review.

RECOMMENDATION: Grant Permission

Subject to the following condition(s):-

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

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

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

2382-01A and 2382-03A

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with the NPPF and Policies R/DP1, R/S3, R/S5, R/T11 and R/ENV10 of the Gosport Borough Local Plan Review.

3. The shop window on the front (north and north west) elevation of the unit shall be used for display of the goods for sale and services offered within the unit at all times.

Reason - To ensure the continuity of the retail frontage is retained, and to comply with the NPPF and Policies R/DP1 and R/S5 of the Gosport Borough Local Plan Review.

ITEM NUMBER: 03.
APPLICATION NUMBER: 14/00080/FULL
APPLICANT: Mr Gary Thompson
DATE REGISTERED: 23.04.2014

**RETENTION OF AND FURTHER WORKS FOR THE ERECTION OF A DETACHED
OUTBUILDING (as amplified by e-mail dated 14.06.14)
27 Vernon Road Gosport Hampshire PO12 3NT**

The Site and the proposal

1. The site is located on the south side of Vernon Road and is occupied by a two-storey terraced house. The front of the property faces north onto Vernon Road with the rear garden leading to a rear service road. Access to the rear service road is from Vernon Close. Within the rear garden the property has an area of decking and grass, with a 1.8m high fence to its eastern boundary with no.25 Vernon Road and a 1.2-1.8m high fence to no.29 Vernon Road. Within the rear garden is a detached outbuilding, the subject of the application.

2. To the south of the dwelling, beyond the access road, are terraced houses on the north side of Vernon Close. The northern elevations of these dwellings are approximately 40 metres away from the rear, south elevation, of no.27 Vernon Road. The adjoining dwellings are of similar size and construction to that of no.27. There are a variety of outbuildings adjacent to this and the surrounding rear service roads. Further along the service road, to the west and on its southern side, is an outbuilding of around 3.2m high but sited at a higher level than the service road. There are also others within the locality, such as that at no.40, adjacent to the service road on the north side of Vernon Road, which has been built with a gable roof at a height of 4m, under planning permission reference 12/00302/FULL.

3. The existing outbuilding at the property has been erected without planning permission and is 4.7m high, with a 40 degree pitched roof with the ridge running east to west. The height to the eaves is 2.4m. The building extends the full width of the rear garden boundary, being 5.5m, and 5.8m into the garden. The building has a single pedestrian door on its south elevation facing onto the service road and a pair of doors and a window on its north elevation facing into the garden. This application seeks to retain the building as constructed with an amended roof pitch and height. The roof pitch would be amended to 30 degrees and its height would be reduced to 3.8m, with a 0.8m wide flat roof area at the ridge. The building has been constructed from grey concrete blocks and the applicant has indicated in an e-mail dated 14 June 2014 that the building would be finished externally with a cream/magnolia coloured render.

Relevant Planning History

Nil

Relevant Policies

National Planning Policy Framework (NPPF), March 2012

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

Consultations

Nil

Response to Public Advertisement

1 letter of objection

Issues raised:-

- the proposed reduction in the height of the roof ridge is insignificant
- the building is not used as a shed/store as described
- the building is used as residential unit/club room, with regular loud music and conversation into the late evening
- the building's excessive height obscures views of the rear gardens within Vernon Road/Vernon Close and sight of the wildlife in Ann's Hill Cemetery
- it is entirely different from the rustic character of all other visible garden outbuildings which are essentially horticultural in character

Principal Issues

1. The application site is an existing residential property and the detached outbuilding was primarily being used for storage at the time of the site visit. The applicant has not indicated any intention to use the building, the subject of this application, for business or other purposes that would not be ancillary to the residential use of no.27 and there is no evidence of such use in this building. Any activities undertaken that are not ancillary may result in a material change of use of the building, which may require planning permission. Any noise generated from the building, where the activities are associated with and are ancillary to, the lawful use of the residential property, is not a matter that can be considered under this planning application. And any statutory noise nuisance would be dealt with by the Environmental Health Service. The main issues in this case are, therefore, the acceptability of the amended design of the building, the impact on the visual amenity of the locality and the amenities of the occupiers of the adjoining properties.

2. The building is located at the rear of the garden where buildings of this height and footprint, in the forms of sheds and garages, are not uncommon, which is evident from the existence of those at neighbouring residential properties and within the locality. A number of the existing buildings have a more rustic appearance due to their age, however, there are examples of more modern and rendered buildings in the area and the proposal for a more modern building is not unacceptable in principle. Whilst the objector has commented that the proposed reduction in the height of the building from that constructed is insignificant, it would be 0.9m lower and the change to the roof pitch and form would also result in a notable reduction in the roof's mass. Overall, having regard to the building's location and proposed design, with its amended roof, it is not considered to have an excessive footprint or height and is considered an acceptable building in this rear garden location and in compliance with Policy R/DP1 of the Gosport Borough Local Plan Review in this respect.

3. Although at the height proposed, the view from the rear gardens of neighbouring properties, when looking towards Ann's Hill Cemetery will alter, there is no right to a view under the planning legislation and the proposed garage will be located approximately 9 metres from rear elevation of the adjacent dwellings to the north. Being a single storey structure it would not have a detrimental impact on the outlook from neighbouring properties. Having regard to the orientation of the properties there may be some minor overshadowing of the ends of the gardens of the direct neighbours at 25 and 27 Vernon Road, however, the proposal, with its amended roof height, would not have a harmful impact on the amenities of the adjacent occupiers, in terms of overshadowing. As this is a single storey building with its windows facing into the rear garden of the application property there is no loss of privacy to the occupiers of adjoining properties in this case. The proposal would therefore be in compliance with Policy R/DP1 of the Gosport Borough Local Plan Review in this respect.

4. The building is currently constructed with grey blockwork, however, the applicant has indicated that the building would be rendered. This material is appropriate for a building in this location. A condition requiring the rendering to be completed within 6 months, in the colour proposed, will ensure that the appearance of the building is acceptable in this respect. In conclusion, the development, as proposed, would not have an unacceptable impact on the amenities of the

neighbouring occupiers, or the character and appearance of the property or surrounding area and as such complies with Policy R/DP1 of the Gosport Borough Local Plan Review.

RECOMMENDATION: Grant Permission

Subject to the following condition(s):-

1. The development hereby permitted shall be carried out in accordance with the following approved plans: Site location plan; block plan; Plan A.

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

2. The building hereby permitted shall be rendered, in a cream/magnolia finish, within six months of the date of this decision.

Reason - In the interest of visual amenity, and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

ITEM NUMBER: 04.
APPLICATION NUMBER: 14/00220/FULL
APPLICANT: Mrs Lorna Smith
DATE REGISTERED: 06.05.2014

ERECTION OF SINGLE STOREY REAR EXTENSION
26 Braemar Close Gosport Hampshire PO13 0YE

The Site and the proposal

1. Sited at the west end of the cul de sac forming Braemar Close, the application property is a semi detached bungalow with living accommodation in the roof. The original rear elevation of this property is staggered whereby there is a projection on the west side 4m deep. There is an existing single storey extension approved under planning permission reference 80/18740/PA which in fills the stagger of the rear elevation of the property. This extension is 4m deep, 2.3m wide and 3m high to the top of the flat roof. The rear north east boundary is of timber construction approximately 1.8m high.

2. The adjoining dwelling to the east, no. 24, is of similar size and construction to the application property. The rear of this property is staggered whereby there is a projection on the east side of the rear elevation which mirrors that on the application property and projects 4m beyond the rear elevation of the property. There is one obscure glazed window in a door and one small window in the south west elevation of the projection which serve a lobby to the bathroom/toilet and a kitchen. The kitchen is mainly served by a window in the east elevation. In the main rear elevation is one window which serves a living room which is also served by a window in the east elevation of the main dwelling. To the west of the site is the BRT route.

3. This application proposes the erection of a single storey rear extension set in 0.2m from the north east boundary and 3m deep, 5.4m wide and 3m high to the top of the flat roof. In the north west elevation would be two windows and a door and in the roof would be a rooflight 0.3m high. The extension would be constructed of materials to match the main dwelling.

Relevant Planning History

80/18740/PA - single storey rear extension - permitted 26.11.80

Relevant Policies

National Planning Policy Framework (NPPF), March 2012

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

Consultations

Nil

Response to Public Advertisement

1 letter of objection

issues raised:

- loss of privacy to rear garden

- loss of light to lounge

- storm water from the existing extension at the application site drains into the neighbours soakaway and the proposed extension will add to the problem

Principal Issues

1. The main issues in this case are the acceptability of the design of the extension, the impact on the visual amenity of the locality and the amenities of the occupiers of the adjoining dwellings in terms of loss of light, outlook and privacy. Issues relating to the disposal of storm water are dealt with under the Building Regulations.

2. The proposed extension has been designed with materials sympathetic to both the existing dwelling and neighbouring properties. The scale, height and massing of the extension is in keeping with the residential character of the area and the application property. The form of the extension is acceptable given the existing flat roof extension already on the rear of the property and taking into account the other flat roof extensions in the locality. The rooflight is of limited height and will improve the visual appearance of the extension. The proposal is, therefore, acceptable in design terms and will not have a detrimental impact on the appearance of the dwelling or the character and visual amenity of the locality, in compliance, with Policy R/DP1 of the Gosport Borough Local Plan Review.

3. The combined depth of the existing and the proposed extensions would be 7.1m and the proposed extension would be 1.2m above the existing boundary treatment at the site, however, it would only be 0.5m greater in height than a structure which could be immediately sited adjacent to the north east boundary without planning permission and this is a material consideration in this instance. The proposed extension may have some minor impact on the occupiers of the dwelling to the east (no. 24) in terms of loss of light and outlook from the existing lounge window in the main rear elevation but, as there is an existing further window in the north east elevation of the property serving the lounge and given the siting, orientation, depth and limited height of the proposed extension (which will match the flat roof element of the existing rear extension) and taking into account that the proposed extension would be set in at least 0.2m from the boundary, it is not considered that this impact would be harmful. As the two windows in the south west elevation of the projection of the dwelling to the east (no. 24) serve a lobby to non-habitable rooms and in view of the position of these windows in relation to the existing extension at the application property, there will be no harmful impacts on the occupiers of this dwelling in terms of loss of light to these windows. Given the intervening boundary treatment and that there are no windows proposed in the north east elevation of the proposed extension, there will be no harmful loss of privacy to the occupiers of the dwelling to the east (no. 24) or the rear garden. On balance, the proposal is acceptable and complies with Policy R/DP1 of the Gosport Borough Local Plan Review.

RECOMMENDATION: Grant Permission

Subject to the following condition(s):-

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

DRAWING No 1190/02.

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

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

Reason - To ensure satisfactory visual relationship of the new development to the existing, and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.