

## **GOSPORT BOROUGH COUNCIL – REGULATORY BOARD**

**25th October 2023**

### **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.

**INDEX**

<b><u>Item</u></b>	<b><u>Page No</u></b>	<b><u>Appl. No.</u></b>	<b><u>Address</u></b>	<b><u>Recommendation</u></b>
01.	3 – 40/3	23/00061/OUT	Daedalus Waterfront Lee- On-The-Solent Hampshire	Grant Permission subject to Conditions / s106
02.	41 - 44/1	23/00062/LBA	Building 91 (Dining Rooms And Cookhouse) Former HMS Daedalus Lee-On-The- Solent Hampshire	Grant Listed Building Consent subject to Conditions

**ITEM NUMBER: 01.**  
**APPLICATION NUMBER: 23/00061/OUT**  
**APPLICANT: Patron Daedalus Limited & Homes England**  
**DATE REGISTERED: 24.02.2023**

**CASE OFFICER:**  
**Simon Barnett**

**EIA - HYBRID MIXED-USE DEVELOPMENT COMPRISING FULL PLANNING APPLICATION FOR (I) DEMOLITION OF SOME EXISTING BUILDINGS, (II) ERECTION OF 14,842 SQ.M EMPLOYMENT AND INDUSTRIAL FLOORSPACE (USE CLASSES E.G.III, B2 AND B8) GIA, (III) CONVERSION OF EXISTING BUILDINGS TO FORM 30 DWELLINGS (USE CLASS C3), (IV) ERECTION OF 102 DWELLINGS (USE CLASS C3), (V) THE PROVISION OF ASSOCIATED VEHICULAR AND PEDESTRIAN ACCESSES, CAR PARKING, HARD AND SOFT LANDSCAPING, TREE WORKS, OPEN SPACE AND ASSOCIATED INFRASTRUCTURE AND OUTLINE APPLICATION FOR (VI) DEMOLITION OF BUILDINGS, UP TO 214 DWELLINGS IN NEW AND CONVERTED BUILDINGS (USE CLASS C3), UP TO 48 RETIREMENT/CARE APARTMENTS (USE CLASS C2/C3), UP TO 17,553 SQ.M GIA OF COMMERCIAL FLOORSPACE TO PROVIDE A RANGE OF USES INCLUDING EMPLOYMENT AND INDUSTRIAL, OFFICES, FOOD & BEVERAGE, RETAIL AND MICRO-BREWERY FLOORSPACE (USE CLASSES B2, B8, E.A, E.B, E.G.I AND E.G.III/SUI GENERIS), UP TO 7,980 SQ.M GIA HOTEL FLOORSPACE (USE CLASS C1), UP TO 4,485 SQ.M GIA OF MUSEUM FLOORSPACE (USE CLASS F1.C), UP TO 222 SQ.M GIA COMMUNITY USE FLOORSPACE (USE CLASS F2.B) AND ASSOCIATED VEHICULAR AND PEDESTRIAN ACCESSES, CAR PARKING, HARD AND SOFT LANDSCAPING, TREE WORKS, OPEN SPACE AND ASSOCIATED INFRASTRUCTURE (WITH ALL MATTERS RESERVED) ACCOMPANIED BY ENVIRONMENTAL STATEMENT (affects Listed Buildings and Conservation Area) (as amended by addendums to Transport Assessment received 24.5.23 and 25.5.23, updated Framework Travel Plan received 25.5.23, by Environmental Statement Further Information Report received 24.5.23 and amended plans received 7.8.23)**  
**Daedalus Waterfront Lee-On-The-Solent Hampshire**

## ***The Site and the proposal***

### Introduction

1. The application site comprises most of the remaining undeveloped elements of the 'waterfront' area of the former HMS Daedalus within the Borough Boundary. The site extends to approximately 17.5 hectares and includes much of the Daedalus Conservation Area as well as a number of listed and locally listed buildings and the slipway on the southern side of Marine Parade West.
2. The site does not include those areas that have already been developed or have been sold by Homes England and so excludes the dwellings built by Wates to the eastern and western sides of the waterfront, Daedalus Park and the land associated with the former Dunning and Overlord hangars that have been redeveloped for marine related manufacturing.

### Site History

3. The wider site officially opened in 1917 as the 'HM Naval Seaplane Training School', Lee-on-the-Solent. The first phase of development comprised the J Type and G Type Seaplane Hangars, slipways and winch houses, with the Power House and a temporary encampment to the north east. Existing buildings were also utilised.
4. The site's significance increased during the 1920's with the formation of the Fleet Air Arm and during the 1930's reflecting the sites importance as the Coastal Area Headquarters. Landplanes began using a grass aerodrome laid out to the north. A number of new buildings appeared on the site between 1930 and 1934 including Eagle Block, the Wardroom, Barrack Blocks and the Dining Room and Cookhouse. Further expansion took place in 1936 when the site became Coastal Command.
5. HMS Daedalus was associated with key events of the Second War. Intensive activity surrounded the build up to D-Day. The site suffered two air raids in 1940 due to its strategic significance. The site rapidly contracted after the War focusing on technical training and engineering. Helicopter

Training and Hovercraft testing for military use also featured, as has the use of the site as a base for Air Sea Rescue. HMS Daedalus closed as a military establishment in 1996.

6. The wider site was declared surplus to requirements in 2004 and was subsequently acquired by SEEDA and the MCA in 2006, with ownership of the airfield now being with Fareham Borough Council. The MCA25 use part of the airfield as a helicopter base for air/sea rescue operations. The airfield is currently used by some small scale aviation users, with a number of small and medium sized businesses making use of the hangars and former military buildings. The wider Daedalus site is designated as an Enterprise Zone.

7. Following the grant of an Outline planning permission (11/00282/OUT) in January 2016, Homes England commissioned and delivered enabling infrastructure works that includes Daedalus Drive and the loop road to the south, as well as utilities including electricity substations and both surface water and foul drainage intended to serve the whole of the waterfront area. The only other element of the Outline scheme that has been implemented in the construction of 200 homes by Wates as part of an accelerated construction scheme brought forward by Homes England.

### Site Description

8. The application site is made up of several different character areas. The existing buildings and structures to the northern part of the site are more industrial in appearance whilst those buildings towards the eastern part of the site are more traditional in appearance being a mix of military and residential architectural styles.

9. The historic core of the wider site was designated as a Conservation Area in 1999, and an Article 4 (2) Direction restricting permitted development was added to offer further protection to the former Married Quarters in Kings Road and Richmond Road. The Conservation Area includes a number of Grade II Listed Buildings - Westcliffe House, the Wardroom, and the Dining Room & Cookhouse, together with a number of other buildings of historic interest within the area. Three of the hangars and the Winch House are also Grade II Listed. The Conservation Area is split into key focal areas as noted in the Conservation Area Appraisal. Key amongst these focal points is the group of WW1 hangars adjacent to their original slipway.

10. Westcliffe House, the Wardroom and Eagle Block, with the open land to the south, form a further focal point. Westcliffe House is the finest Edwardian building in Lee-on-the-Solent and long stretches of its original boundary wall and its lodge (curtilage listed) survive. The Wardroom is built to a high quality design. The interior, especially at ground floor level, retains many historic features. Barracks Square is the most formal space within the site and is framed by the Dining Room and Cookhouse to the north and the four 1935-6 barrack blocks to the east and west. Wykeham Hall, located outside of the site, is of historic importance with the general character of this area forming a transitional zone between the residential properties to the south and east and larger scale buildings towards the north and west. Beyond the Conservation Area, the triangle of land bounded by Unicorn Road, Implacable Road and Hermes Road is an important transitional zone between the historic core and the larger employment area to the north.

11. The wider site is recorded as being host to the following notable and protected species: Sea-holly, Sea Sandwort, Butcher's-broom, English Stonecrop, Sea Mouse-ear, Subterranean Clover, Toothed Medick, Rough Clover, Cornflower, Common Pipistrelle bat, Black Redstart.

### Site Surroundings

12. To the north of the site is the airfield, now known as Solent Airport Daedalus, an active general aviation airfield in the ownership of Fareham Borough Council. Various parcels of land around the periphery of the active airfield have been developed in recent years for industrial and educational purposes with the land at the north of the airfield hosting a large electrical interconnector facility and an area of public open space.

13. To the west of the site are 100 recently built dwellings beyond which are residential properties fronting Marine Parade and the Solent and which are part of a designated Area of Special Character. To the east of the site are a further 100 recently built dwellings that transition from the former military

site into the more established residential part of west Lee-on-the-Solent which is designated as a further Area of Special Character (Lee West).

14. To the south and west of the wider site is the Solent and Southampton Water Special Protection Area (SPA) and Ramsar site, which are of international importance for wading birds. The Solent also forms part of the Solent and Dorset Coast SPA which is important for various species of tern. 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.

### Access

15. The main access to the site is currently via Daedalus Drive which is served by traffic light controlled junctions at Broom/Manor Way to the east and Stubbington Lane to the west. Pedestrian and cycle access is available from the south alongside Ross House and via Drake Road and from the east via Kings Road/Norwich Place and Catalina Close/Bayntun Drive. There are a number of other former access points from Brambles Road and Nottingham Place that are currently gated and not in use.

### Development Proposals

16. This hybrid planning application proposes a mixed use redevelopment of the site including the demolition of some buildings. The full element of the application seeks planning permission for:

- the erection of up to 14,842 sq.m of employment and industrial floorspace (use classes E.G.III, B2 and B8);
- the conversion of existing buildings to form 30 dwellings (use class C3);
- the erection of 102 dwellings (use class C3); and
- the provision of associated vehicular and pedestrian accesses, car parking, hard and soft landscaping, tree works, open space and associated infrastructure.

17. The Outline element of the application, with all matters of detail (access, layout, scale, appearance and landscaping) reserved, proposes:

- the provision of up to 214 dwellings in new and converted buildings (use class C3);
- the erection of up to 48 retirement/care apartments (use class C2/C3);
- the erection of up to 17,553 sq.m of commercial floorspace to provide a range of uses including employment and industrial, offices, food & beverage, retail and micro-brewery floorspace (use classes B2, B8, E.A, E.B, E.G.I and E.G.III/sui generis);
- the erection of up to 7,980 sq.m hotel floorspace (use class C1);
- the provision of up to 4,485 sq.m of museum floorspace (use class F1.C);
- the provision of up to 222 sq.m gia community use floorspace (use class F2.B); and
- associated vehicular and pedestrian accesses, car parking, hard and soft landscaping, tree works, open space and associated infrastructure (with all matters reserved)

18. The Outline element of the application is accompanied by plans and other supporting information to demonstrate:

- proposed uses and identification of development zones;
- the quantum of development proposed for each use;
- an indicative layout;
- parameter plans providing an indication of outer and upper limits for the footprint and heights of new buildings.

19. The application is accompanied by an indicative phasing plan for each Zone and which sets out how each element would be brought forward and delivered over a 10 year period. The application is accompanied by an Environmental Statement which has been supplemented by a Further Information Report.

### *Zone 1 - Evill Industrial Park*

20. This is located to the north and centre of the site and includes land north of Daedalus Drive as well as north of Implacable Road and bounded by Vengeance Road to the west and Zone 4 to the

east. This Zone, which extends to approximately 5 hectares, does not include the refurbished former Dunning Hangar (occupied by MonsterCam and the site of the former Overlord Hangar (currently being redeveloped for Marine Concepts).

21. The part of the Zone north of Daedalus Drive is the subject of a full application for the erection of approximately 15,000 sq.m of employment and industrial floorspace (within use classes E.G.III, B2 and B8). The submitted plans show a two linear buildings, with a maximum height of 10.1 metres, running parallel with Daedalus Drive comprising 33 units together with 313 car parking spaces. The buildings are of shallow pitched design typical of modern industrial premises and finished with panel cladding. Externally the proposal includes the use of a mix of green, grey and blue panels to create a modern interpretation of military camouflage. Areas of soft landscaping would be provided to the Daedalus Drive frontage of this Zone.

22. The part of this Zone south of Daedalus Drive is the subject of an Outline application for the erection of approximately 10,000 sq.m of employment and industrial floorspace in two sub zones. Zone 1B would comprise up to 3,500 sq.m and be located south of the former Dunning Hangar fronting Implacable Road. Zone 1C relates to approximately 6,000 sq.m and be located to the west of Dunning Hangar with frontages to Daedalus Drive and Implacable Road. For both Zones 1B and 1C, the parameter plans indicate a maximum building height of 10 metres.

### *Zone 2 - Daedalus Square & Westcliffe Gardens*

23. This Zone is located to the south and east of the application site and includes much of the Daedalus Conservation Area. The Zone, which also which extends to approximately 5 hectares, includes a number of Grade II Listed buildings including the Dining Rooms and Cookhouse to the north of Barracks Square, the Wardroom and Westcliffe House with Westcliffe Lodge being curtilage Listed. The Zone also contains other non-listed but notable buildings including Eagle Block, the Power House and Parachute Store. The proposals for this Zone are all residential and comprise a mix of conversion and new build elements with both full and Outline elements.

24. The part of which full planning permission is sought includes, Barracks Square and the area north of Eagle Road as well as the land and buildings south of Eagle Road and east of the Wardroom. The Outline element includes the Wardroom, Westcliffe House, Westcliffe Lodge and the adjacent land up to the hangars in Seaplane Square.

25. The full element of the application seeks permission to:

- convert and alter/extend the Grade II Listed former Dining Rooms and Cook House and the adjacent four (unlisted) Barrack blocks to provide a total of 29 dwellings;
- demolish a number of buildings including Eagle Block, the Power House and Parachute Store;
- convert and alter the former guardhouse to form a single dwelling; and,
- erect a total of 102 dwellings.

26. The Outline element seeks permission to provide up to 78 dwellings (all but 1 a flat), of which 46 would be through the conversion of the Wardroom, Westcliffe House (both Grade II Listed) and Westcliffe Lodge (curtilage Listed) with the remaining 32 being new build flats.

27. The full element proposes the conversion of the former Dining Rooms and Cook House to form 9 dwellings following the demolition of a range of extensions to its rear. Each of the (unlisted) Barrack Blocks would be converted to form 5 houses with new single storey rear extensions to replace existing ablution projections that would be removed. The original element of the Guardhouse would be retained, with the later extension being removed, to provide a two bedroom dwelling.

28. The full element around Barracks Square would include the erection of a three-storey block of flats to the north east of the Dining Rooms adjacent to the junction of Vengeance and Implacable Roads that would be similar in appearance and style to the recently built flats opposite. To the south of Barracks Square it is proposed to erect 42 two and three-storey detached, semi-detached and terraced dwellings. These dwellings would be traditional in form with pitched roofs and be finished in brick and tile. Two terraces of four, two-and-a-half storey houses, would form the southern edge of a reformed Barracks Square, the interior of which would be landscaped to publicly accessible open space. Car parking would be provided around the outer perimeter of the square with a parking area to the south accessed from Eagle Road.

29. The full element to the south of Eagle Road and east of the Wardroom would include a replacement for Eagle Block in a similar location with 24 two and three-storey detached, semi-detached and terraced houses laid out to complement the existing ex-naval housing in Richmond and Kings Roads. The replacement Eagle Block would be four-storey but have a scale comparable to the existing structure and remain subordinate in appearance to the adjacent Wardroom. This proposed building would replicate the 'H-shaped' footprint of the existing and the projecting gable features and have red brick elevations.

30. Zone 2 as a whole would be provided with a total of 383 parking spaces of which one space per dwelling would be allocated and include two substantial areas of publicly accessible open space, in Daedalus Square (approximately 6,000 square metres) and Westcliffe Gardens (approximately 5,800 square metres).

31. The Outline element for this Zone includes 32 dwellings in two new apartment blocks, one fronting Marine Parade to replace the existing three storey accommodation block adjacent to Brambles Road and the second adjacent to Westcliffe House and fronting Eagle Road. The submitted parameter plans indicate the building fronting Marine Parade would be up to four storeys in height, with the indicative elevations showing a building of 'Art Deco' styling. The building fronting Eagle Road would be up to three-storeys in height.

32. The Outline element also includes the conversion of the Wardroom to provide 39 one, two and three bedroom apartments with the former dance hall being proposed for community space (within Class F1). The Outline element also includes the conversion of Westcliffe House to form 6 one, two and three bedroom apartments and Westcliffe Lodge to a two-bedroom dwelling.

### *Zone 3 - The Invincible*

33. This Zone is located to the north-west of Seaplane Square and which includes the former Coastguard Headquarters building extends to approximately 0.6 hectares. The Zone lies within the Marine Parade Area of Special Character and is adjacent to, but outside of the Daedalus Conservation Area.

34. The development proposals for this Zone are all in Outline and relate to the erection of up to 57 new build residential units in two buildings, one fronting Marine Parade West and the other Unicorn Road. The parameter plan indicate these buildings would both be up to 4 storey in height with that fronting Marine Parade stepping back in height. The indicative masterplan shows 75 parking spaces being provided to serve this Zone.

### *Zone 4 - Archer Road*

35. This Zone is located to the east of Archer Road and to the west of Zone 1C and extends to approximately 0.6 hectares in size. The development proposals for this Zone are all in Outline and relate to the erection of up to 79 new build residential units. The parameter plans indicate a building, or buildings, of up to four storeys in height with the indicative masterplan showing 94 parking spaces being provided to serve this Zone.

### *Zone 5 - Seaplane Square*

36. This Zone comprises Seaplane Square and the slipway opposite across Marine Parade West. Seaplane Square extends to approximately 1.5 hectares in area with the slipway having an area of approximately 0.3 hectares. This Zone lies within the Daedalus Conservation Area and contains three Grade II Listed Type J Hangars and associated Winch Houses.

37. The development proposals for this Zone are all in Outline and relate to the refurbishment and reuse of the Hangar to provide a range of heritage (museum), leisure and commercial uses around 4,200 square metres of publicly accessible open space. The indicative master plan shows a 12 metres wide route through Seaplane Square being retained to allow occasional use of the slipway which would be retained to provide managed car parking to provide 63 parking spaces.

### *Zone 6 - Unicorn Square*

38. This Zone is triangular in shape and lies behind Seaplane Square. Extending to approximately 1.35 hectares it is bounded by Implacable, Hermes and Unicorn Roads. The Zone is adjacent to, but outside of the Daedalus Conservation Area.

39. The development proposals for this Zone are all in Outline and relate to the provision of up to 23,797 square metres of office, hotel and residential care facility. The parameter plans indicate the erection of three buildings of up to 5 and 6 storeys (approximately 26 metres). The indicative masterplan shows the provision of 315 parking spaces and 3,500 square metres of publicly accessible open space which includes a continuation of the 12 metre wide route linking the slipway to the industrial premises to the north to facilitate its use to allow the delivery and/or collection of large objects by water.

#### Application

40. The application is supported by an Environmental Statement (with a non-technical summary and containing shadow Habitats Regulation Assessment, assessments of ecology, noise and vibration, air quality, land and contamination, the water environment, landscape and visual amenity and cultural heritage), and a range of other supporting documents including a Design and Access Statement, Town Planning Statement, Archaeological Desk-Top Assessment, Townscape & Visual Assessment, Air Quality Assessment, Ecological Assessment, Flood Risk Assessment, Transport Assessment, Financial Viability Assessment, Aviation Safety Assessment and Arboricultural Impact Assessment.

41. This application falls within the types that require an Environmental Impact Assessment (EIA) under the provisions of the Town and Country Planning (Environmental Impact Assessment Regulations 2017 (as amended)). It is common process for an applicant to agree with the Local Planning Authority the content or 'scope' of the Environmental Statement. On the 3rd October 2022, the Council issued a scoping opinion agreeing the scope and level of detail of the information to be provided in the Environmental Statement. The content of the Environmental Statement submitted with this application is in accordance with the Council's scoping opinion.

#### ***Relevant Planning History***

##### Application site

11/00282/OUT- EIA - Outline application with all matters reserved except for access - employment-led mixed use scheme including up to 69,992 sqm of commercial floor space in new buildings and re-use of existing buildings (use classes B1, B2 and B8); up to 1,075 sqm of retail (use classes A1, A2, A3 and/or A4); up to 200 residential units (use class C3); up to 32 units of care accommodation (use class C2); up to 1,839 sqm of community uses (use class D1); up to 8,320 sqm of hotel use (use class C1); up to 2,321 sqm of leisure (use class D2); new and upgraded vehicular and pedestrian access arrangements; hard standing and car parking; open space provision; landscaping; and associated works - permitted 28.01.2016

16/00441/DETS - details pursuant to Condition 5 of Outline Permission 11/00282/OUT - Phase 1 - details of layout of roads, and infrastructure and services, including new foul water pump house - approved 13.03.2017

17/00592/DETS - details of layout, scale, appearance and landscaping pursuant to phase 2 - erection of 200 residential units (class C3) and associated and public realm, landscaping and car parking - approved 30.05.2018

##### Adjacent sites within former HMS Daedalus

###### *Dunning Hangar*

15/00672/FULL - continued use of building for manufacturing (Class B2) and recladding/refurbishment of building. Demolition of existing and erection of new office accommodation (Class B1) - permitted 12.02.2016

###### *Overlord Hangar*

21/00326/FULL - erection of a two-storey detached industrial building (Class E) after demolition of existing building to include workshop and offices; installation of windows at ground and first floor



level on side elevations; formation of amended point of access on Daedalus Drive; erection of an acoustic fence on eastern boundary of the site with associated landscaping and boundary treatments, 59no. parking spaces, short and long stay cycle spaces, and refuse store - permitted 06.09.2021

22/00299/VOC - variation of condition 2 (plans) of planning permission 21/00326/FULL - erection of a two-storey detached industrial building (Class B2) after demolition of existing building to include workshop and offices; installation of windows at ground and first floor level on side elevations; formation of amended point of access on Daedalus Drive; erection of an acoustic fence on eastern boundary of the site with associated landscaping and boundary treatments, 59no. parking spaces, short and long stay cycle spaces, and refuse store - permitted 05.09.2.22

23/00185/FULL - construction of industrial building comprising four units for uses falling with Classes B2, B8 or E(g)(i-iii) with associated car parking, access from Daedalus Drive and landscaping - under consideration

### *Daedalus Park*

#### Site A (Phase 1)

15/00247/FULL - erection of 7 no. two-storey buildings (B1/B2/B8 use) with associated car parking and landscaping - permitted 21.10.15

15/00547/VOC - variation of conditions 2 and 11 of planning permission 15/00247/full to amend approved site layout and soft landscaping scheme - permitted 29.01.16

16/00408/VOC - variation of conditions 2, 8 and 9 of planning permission 15/00547/VOC to amend the external appearance (including additional windows, doors and substitution of materials) on buildings Centaur, Diligence, Eagle and Glorious; revised car parking layout to provide an additional 38 parking spaces and vehicular access to serve the adjacent development plot; revised landscape details to site frontage - permitted 30.06.2017

18/00284/VOC - variation of condition 1 of planning permission 16/00408/VOC to amend the site and parking layout - permitted 07.09.2018

#### Site B (Phase 2)

##### North

16/00002/FULL - erection of 3 no. two-storey buildings (use class B1/B2/B8) with associated car parking - permitted 07.03.2016

17/00101/FULL - erection of 3 no. two-storey buildings (use class B1/B2/B8) with 54 no. car parking spaces - permitted 08.02.2018

18/00287/VOC - variation of condition 2 (approved plans) of planning permission 17/00101/FULL to erect two storey building (Invincible) to form 16 units (use class B1/B2/B8), amend the height, cladding and fenestration of Invincible, Juno And Keppel buildings and to amend site and parking layout - permitted 07.09.2018

##### South

16/00001/FULL - erection of building (use class B1/B2/B8) with associated car parking - permitted 07.03.2016

17/00100/FULL - erection of single storey building (use class B1/B2/B8) with 55 car parking spaces - permitted 01.09.2017

18/00283/VOC - variation of conditions 2 (approved plans) and 3 (boundary fencing) of planning permission 17/00100/full to amend site and parking layout and treatment of southern boundary - permitted 07.09.2018

### *Wykeham Hall, Frosbisher Block & Keith Cottages*

19/00333/FULL - demolition of Keith Cottages (Building 166) and partial demolition of Frobisher (Building 142) and Wykeham Hall (Building 165). erection of six two storey dwellings (with accommodation in roofspace) and conversion of retained buildings to provide 14 flats together with car parking, new vehicular access, landscaping and associated ancillary development - permitted 20.05.2022

### **Relevant Policies**

Gosport Borough Local Plan 2011 – 2029:

- LP1 Sustainable Development
- LP2 Infrastructure

- LP3 Spatial Strategy
- LP5 Daedalus
- LP10 Design
- LP11 Designated Heritage Assets including Listed Buildings, Scheduled Ancient Monuments and Registered Historic Parks & Gardens
- LP12 Designated Heritage Assets: Conservation Areas
- LP13 Locally Important Heritage Assets
- LP14 Marine Parade Area of Special Character
- LP15 Safeguarded Areas
- LP16 Employment Land
- LP17 Skills
- LP18 Tourism
- LP20 Information and Communication Technology
- LP21 Improving Transport Infrastructure
- LP22 Accessibility to New Development
- LP23 Layout of Sites and Parking
- LP24 Housing
- LP29 Proposals for Retail and other Town Centre Uses outside of Centres
- LP32 Community, Cultural and Built Leisure Facilities
- LP34 Provision of New Open Space and Improvement to Existing Open Space
- LP38 Energy Resources
- LP39 Water Resources
- LP41 Green Infrastructure
- LP42 International and Nationally Important Habitats
- LP44 Protecting Species and Other Features of Nature Conservation Importance
- LP45 Flood Risk and Coastal Erosion
- LP46 Pollution Control
- LP47 Contamination and Unstable Land

Supplementary Planning Documents:

- Gosport Borough Council Design Guidance: Supplementary Planning Document: February 2014
- Gosport Borough Council Parking: Supplementary Planning Document: February 2014
- Gosport Borough Council Daedalus: Supplementary Planning Document: September 2011
- Solent Special Protection Areas Gosport Bird Disturbance Mitigation Protocol April 2018
- Gosport Borough Council Policy Guidance Note: Securing Employment and Training Measures through planning obligations April 2012
- Gosport Borough Council Marine Parade Area of Special Character: Supplementary Planning Document: May 2007
- Lee West Area of Special Character SPD (July 2019)

National Planning Policy Framework (NPPF), July 2021

Particular obligations fall upon the Local Planning Authority in determining any application which might affect a listed building or its setting or a Conservation Area. Section 66 of The Planning (Listed Buildings and Conservation Areas Act) 1990 (as amended) places a duty on the authority to have "special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses". Section 72 of the same Act requires that the authority pay: "special attention to the desirability of preserving or enhancing the character or appearance of a conservation area".

**Consultations**

Local Highway Authority

No objection subject to delivery of highway improvements within the site, walking and cycling infrastructure improvements off site and the securing of contributions towards sustainable school travel improvements and capacity mitigation or sustainable mode improvements to ensure the Broom Way /

	Cherque Way / Daedalus Drive junction operates within capacity.
Natural England	No objection, subject to mitigation, relating to 'in-combination' impacts on Solent SPAs, potential deterioration of water environment (nutrients), recreational impacts on the New Forest protected sites and construction impacts. More information is required relating to potential direct impacts on the Solent and Southampton Water SPA and adjacent supporting habitats to inform a Habitats Regulations Assessment.
HCC Ecology	No objection subject to mitigation being secured.  The additional ecological information submitted addresses concerns about potential impacts of proposals
Historic England	No objection. Whilst elements of the scheme would cause some harm to the character and appearance of Daedalus Conservation Area, and the setting of some designated heritage assets within, the proposal provides considerable heritage-related public benefits in the repair, conversion and reuse of a number of heritage assets (both designated and non-designated), which in our view outweighs the harm identified.
LOTS Airfield	No objection subject to issues raised in submitted Aviation Safety Assessment being satisfactorily addressed.
HCC Countryside Planning	No objection. Previous concerns addressed by submission of additional information on potential impacts on adjacent public routes managed by HCC as Rights of Way Authority.
Aircraft Owners & Pilots Association	No response received.
Civil Aviation Authority	No response received.
Environment Agency (Hants & IOW)	No objection subject to conditions relating to flood mitigation, land contamination, piling and surface water drainage.
Fareham And Gosport Clinical Commissioning Group	No response received.
General Aviation Awareness Council	Raise concern about elements of Aviation Safety Assessment that appear unsubstantiated and request views of Airport operator be sought.

Joint Committee Of The National Amenity Societies	Twentieth Century Society No comments to make.
Portsmouth Water Catchment Management	No objection.
Scottish And Southern Energy	No response received.
Southern Water	No response received.
The Gosport Society	No objection Outline proposals 1. Holistic mixed use development is welcomed. 2. Need to ensure existing infrastructure is not overstretched. 3. Development must be completed to a high standard to ensure durability and longevity. 4. Concerned about level of detail for Outline elements. 5. Community benefits should be secured. 6. Concern about potential design of seafront flats. 7. All permitted development rights should be removed to ensure integrity of design is retained.  Detailed Proposals 8. Will existing parking pressures on Vengeance Road be resolved or exacerbated. 9. Unconvinced about camouflage style cladding to industrial units. 10. Do not support lack of eaves overhang to new dwellings. 11. Urge provision of electric car charging facilities on a one-to-one basis for residential dwellings. 12. Pleased that Guardhouse at Eagle Road is being retained and converted as proposed. 13. Suggest historic gateposts could be relocated but should be retained.
Crime Prevention & Design	No objection. Offers comments on measures to reduce potential for crime or anti-social behaviour.
Fareham LPA	Object. Transport Assessment does not take account of development in Fareham Borough (Faraday Business Park). Also notes need to ensure that consideration is given to potential impact of solar panels on airfield operations.
Hampshire Fire And Rescue Service	No objection.
HCC Education Office	No comments.
HCC Local Lead Flood Authority	No objection subject to conditions relating to surface water drainage.

HCC Landscape Planning & Heritage	No objection. Recommends imposition of conditions to secure an archaeological watching brief and the recording of all buildings to be demolished.
Building Control	No objection.
Economic Development And Regeneration	Note the contribution of additional housing to meet the needs of the Borough and acknowledge consequential loss of employment floor space. Welcome hotel proposals and retention of hovercraft museum. Confirm requirement for an Employment and Skills Plan. highlight importance of slipway for transport of oversized loads to/from site.
Environmental Health	No objection. Recommends conditions relating to land contamination, demolition methodology, noise, air quality and odour assessments.
Housing Services Strategic	Welcome the provision of some affordable housing and request that tenure and size split be a close to policy requirements as practicable.
Streetscene Parks & Horticulture	No objection. Agree with conclusions of Arboricultural Impact Assessment dated December 2022 and its tree categorisation, preliminary management recommendations, root & tree protection areas / recommendations.
Streetscene Waste & Cleansing	No objection. Requests provision of adequate access arrangements for collection and recommends additional capacity for storage of recyclables be provided.

### ***Response to Public Advertisement***

22 letters of objection

Issues raised:

- loss of greenspace used for dog walking and recreation
- loss of wildlife habitat
- increased noise and pollution
- increased traffic
- exacerbation of existing parking problems on Vengeance Road
- inadequate parking provision and increased demand
- industrial premises should not be built close to residential dwellings
- overdevelopment of site
- new residents not told about future industrial development
- design of industrial units looks like lego
- proposals for flat roof residential blocks at odds with Seafront Area of Special Character
- flat roof buildings inappropriate adjacent to pitched roof historic buildings
- more houses should be built not industrial units to meet housing need shortage
- four-storey new build residential blocks will overwhelm existing residential properties
- external materials should be appropriate for marine environment to reduce maintenance and ensure a continued high quality appearance

- overlooking/loss of privacy
- loss of view
- no need for more industrial premises
- increase conflict with existing occupiers
- where will new residents work?
- impact of reopening main gate connecting Eagle Road and Nottingham Place
- retained main gate should be relocated to aid integration of site into Lee
- concern about development of site known to be contaminated
- objection to stockpiling or crushing of materials from demolition
- would support if guarantee of increase in health and education provision
- capacity of Peel Common WTW needs increasing
- application reference/title misleading
- proposal excessive in length, scale, severity and impact
- inadequate traffic infrastructure
- exacerbation of existing traffic problems in/around Lee
- inadequate GP provision and health infrastructure
- inadequate water supply
- loss of property value
- any new construction works must be carefully controlled to prevent dust, noise and vibration effecting neighbouring properties
- residents only parking should introduced on Richmond Road

#### 15 letters of support

##### Issues raised:

- support retention of naval aviation history
- much needed development
- benefit to the Borough post Brexit
- proposal will attract investment and employment
- proposal will add interest and vitality
- proposal will safeguard the Hovercraft Museum and allow it to develop
- increased traffic along Marine Parade West should be mitigated by traffic calming
- boundary fences adjacent to Eagle Block should be no more than 5 foot
- proposal will bring life to derelict buildings
- Listed Buildings need sympathetic development before their condition deteriorates further
- more parking needed
- loss of greenspace and views of airfield
- impact of Search and Rescue operations on future occupiers

#### 5 letters of comment

##### Issues raised:

- support redevelopment of existing buildings
- exacerbation of existing parking problems on Vengeance Road
- loss of greenspace
- Drake Road should remain closed to traffic
- slipway should not be used by large vehicles or jet ski's for parking
- concern about traffic from Seaplane Square accessing Marine Parade West
- a hotel or residential development in Zone 5 would cause traffic and parking issues

### **Principal Issues**

1. The issue of whether recent residents of the wider site were made aware of the potential for future development on the site is not a material planning consideration. The loss of property value is also not a material planning consideration. The application has been advertised in accordance with the relevant legislative requirements and the Council's adopted Statement of Community Involvement.

2. The main issues to be considered in the determination of this application are:

- the compatibility of the proposals with the Development Plan Policies and SPDs;
- the appropriateness of the mix of uses;
- compatibility with adjoining uses;
- amenity impacts;
- impact on heritage assets and archaeology;

- the appropriateness of the design solutions
- highway safety and access issues;
- effect on features of importance for Nature Conservation;
- environmental effects including land contamination, air quality and noise;
- flood risk and drainage;
- impacts on the historic landscape and trees;
- effect on visual amenities of the surroundings;
- the provision for employment and training; and,
- provision for Open Space.

### Principle

3. Policy LP3 identifies Daedalus for mixed-use employment-led new development. The application site is located within the Daedalus Regeneration Area as set out in Policy LP5 and is covered by the Daedalus SPD, the objectives of which remain of relevance, in particular the ambition for Daedalus to be "an employment-led mixed use site. It will be important to provide a mix of uses to create a vibrant and diverse community, which is active beyond the working day and therefore creates a greater feeling of safety and sense of place".

4. The principle of mixed-use development is established through the inclusion of the wider Daedalus site within the Lee-on-the-Solent urban area in the Local Plan and the fact that the application site is within the wider Daedalus Regeneration Area (Policy LP5) which was allocated for employment-led mixed-use development. In principle therefore all of the proposed uses are considered acceptable.

5. The proposed level of residential development exceeds the level identified in the current Local Plan (where a quantum of 29 dwelling remain unapproved) and the 300 further dwellings identified in the emerging draft Local Plan. However, this departure from the Local Plan needs to be considered against any benefits it provides. In this instance, the proposed housing has a balanced mix of larger and smaller dwellings in line with the conclusions of recent Gosport Local Plan evidence studies and would also provide 10% (approximately 35 dwellings) mixed-tenure affordable housing, despite viability evidence showing that this reduced level of affordable housing is not viable.

6. At the current time a five year supply housing (as required by Government) cannot be demonstrated and as such there is a presumption in favour of the sustainability of applications that would deliver new dwellings. Conditions and obligations can be attached to a grant of planning permission for this proposal so that it is delivered in a manner that preserves and enhances heritage assets and protects the natural environment. In this instance it is considered that, on balance, the proposals would make a significantly beneficial contribution to the long-term provision of housing in the Borough on a sustainable brownfield allocated site and are acceptable in terms of the housing proposals.

7. The employment proposals within the current application need to be considered alongside those developments that have been delivered within the Daedalus allocation. Cumulatively the currently proposed and already delivered employment floorspace would amount to approximately 50,000 square metres which compares to up to 75,000 square metres associated with the extant permission (11/00282/OUT) and allocation. This shortfall is due to the additional quantum of residential development discussed previously. It is considered that, in principle, the proposals satisfy the required mix of residential and non-residential uses as set out in Policy LP5 and furthermore, the proposals also clearly meet the key objective in LP5 and the Daedalus SPD for significant new employment opportunities.

8. The employment proposals for those currently undeveloped areas of open and grassed land are in accordance with the Local Plan allocation and the Daedalus SPD which identify these areas for development for employment uses. Whilst these areas may have been used by local residents in recent times, any informal recreational use is not protected and as such cannot be a reason to withhold permission for development that accords with the longstanding policy allocation for the site.

9. Policy LP5 includes reference to a range of other uses that would in principle be acceptable as part of an employment led mixed use regeneration scheme. This includes "a range of leisure and recreational facilities' to enhance the visitor attractions in Lee-on-the Solent" and "food and drink premises". The proposals include a hotel in Zone 6 (Unicorn Triangle), the retention of the hovercraft

museum in hangars in Seaplane Square and food and beverage uses in Seaplane Square. These non-residential and industrial uses would generate increased employment opportunities and attract visitors and would contribute towards the aims and objectives of both Policy LP5 and the Daedalus SPD.

10. Recent changes to the Use Classes Order have introduced a greater flexibility and increased the ability for uses to change without the need for planning permission. Having regard to the range and quantum of uses proposed as part of this application, it is considered necessary to restrict the amount of floor space that could be used for retail and other town centre uses to ensure that the permitted uses for employment purposes are provided and retained to maximise the employment generating potential of the site. This matter can be addressed through the imposition of suitably worded planning conditions to ensure compliance with Policy LP5 of the Local Plan.

11. The proposals include the future use of the dance hall within the Wardroom as a community facility within Class F2.B as a hall or meeting places for the principal use of the local community. Given the historic use of this part of the Wardroom the proposed public use is considered both appropriate and a public benefit. The provision of this element of the proposals can be secured through a legal agreement. The proposals include the retention of the Hovercraft Museum in Seaplane Square which historically has been well used by hovercraft. The applicant has committed (outside the planning process) to offering the Museum a lease that would secure their tenure and enable them to apply for funding as a means to secure the long-term future of the Museum. A suitably worded planning obligation as part of a legal agreement can support this. These obligations would contribute to the proposals compliance with Policy LP5 and the aims and objectives of the Daedalus SPD.

12. Overall it is therefore considered that the proposed mix and quantum of uses are acceptable and that for the reasons set out the additional quantum of residential development is considered acceptable in this instance.

### Heritage

13. The Daedalus Conservation Area is made up of clearly defined groups of buildings, forming important focal points and distinct character areas linked by a well-defined grid pattern of roads. The Conservation Area Appraisal (CAA) identifies three principal focal points in the application site area which define fundamental character and around which the Conservation Area boundary was drawn. In assessing the heritage impacts of the proposal, each element needs to be assessed separately as well as cumulatively.

### *Seaplane Square*

14. The proposed development of the Seaplane Hangars preserves the layout and intervening space, respecting the historic buildings and their setting, noted in the CAA as: '...an imposing group set within a clearly defined square...the landscape in this location is very precisely defined with the five hangars enclosing the open yard at the head of the slipway. This historic setting should be retained as a key part of the history of the site'. Therefore the use of the area for cultural and community events is greatly supported to give access and aid the public's understanding of this historic site. Much of the significance of the hangars themselves, both listed and unlisted is found in the large steel frame structures as the external cladding has been replaced over time and therefore is not historic fabric. The alterations to the southernmost J Type Hangar to allow pedestrian traffic to flow through the Seaplane Square into the foreground of the Wardroom and Westcliffe is considered innovative and will provide wider benefits of permeability within and across the historic buildings.

15. The detail of any external changes will need to be the subject of further applications (both Reserved Matters and Listed Building consent) which will enable the details of alterations to be fully considered. Notwithstanding this the submission provides sufficient detail to demonstrate that appropriate alterations could be carried out in a manner that would preserve the distinctive character of this part of the Conservation Area and the special architectural and historic interest of the Listed hangars.

16. The proposed use of the slipway for parking is not considered harmful given this has been its use for many years, however, this will need to be managed to ensure that it does not evolve into a



permanent facility that may over time give rise to harm to the Conservation Area and to allow appropriate access to the water from future occupants of the wider Daedalus site.

17. Building 38 on the edge of Seaplane Square is proposed to be demolished under the proposals. Lying on the corner of Brambles Rd and Unicorn Rd and dating from the 1930s, it is noted in the CAA for making a positive contribution to its setting and as a building of architectural interest. The loss of a non-designated heritage asset and such a building lying within the Conservation Area is considered to result in a degree of harm to the Conservation Area which will need further consideration, as set out below.

#### *Westcliffe House and the Wardroom*

18. As Headquarters for the Coastal Area then Coastal Command in the 1930s and 1940s, the character of this area is reflected in the status of the buildings that include Eagle Block, the Wardroom and Westcliffe House. In conjunction with the adjacent rows of former Married Quarters fronting Richmond Road, the Guardhouse, Fleet Air Arm Memorial, Lodge and walled open space (the former grounds to Westcliffe House), this is a well-defined and attractive group of buildings. The proposed sensitive development and repair to Westcliffe House, The Wardroom and the Lodge is strongly supported, not only as listed buildings but also to both arrest the decline in condition of these designated heritage assets, but also by providing a use that will ensure their future upkeep. The precise details of conversion are to be submitted at reserved matters stage and require LBC, however the relatively minor interventions planned are acceptable in principle, namely the removal of later 'link extensions' to the sides of the rear Ballroom serving the Wardroom. Given the deteriorating condition of the Wardroom and Westcliffe House, it is considered appropriate to secure works to stabilise them to ensure no further deterioration takes place while detailed schemes for their conversion are worked up and submitted for approval. This can be secured as a planning obligation though a legal agreement associated with any permission.

19. Whilst the principle of the reuse and development of the buildings above is supported, there remain concerns regarding the proposed development within the setting of the listed buildings and this part of the conservation area. Importantly, the new residential development proposed to the front of Eagle Block has been deliberately located east of the principal elevation of the Wardroom in order to not impinge on its historic setting.

20. The proposed landscaping to the front of the Wardroom, includes an equipped play area and MUGA, which while potentially beneficial as part of the overall development, also have the potential to adversely affect the setting of the Wardroom and Westcliffe House and the character of this part of the Conservation Area. Furthermore the presence of such a facility and associated activity is of concern given the proximity to the Fleet Air Arm Memorial fronting Marine Parade West. However, the Outline nature of the proposals for this part of the site are such that the detail of the use of the open space in this part of the Conservation Area can be controlled to ensure that the setting of the two Listed Buildings is protected as is that of the FAA Memorial. The proposed interventions in the southern boundary wall to allow pedestrian access from Marine Parade West and Richmond Road are considered acceptable as the removal of the metal fencing attached to the wall and the public benefit of access to the grounds of Westcliffe House and The Wardroom outweigh the minor harm to historic fabric and form that the works involve.

21. Eagle Block (Headquarters Coastal Area and Station Offices) is noted in the CAA both for its location and design reflecting the buildings importance as both the Station Offices and formerly the Headquarters of Coastal Area. The building is unusual in construction for RAF stations using a brick clad steel framed structure, presumably employed to aid speed of construction given the urgency of need at the time. The building is identified in the CAA as of significant historic interest and prominently located in the southern part of the Conservation Area. Eagle Block is proposed to be demolished and replaced with the loss of a historically significant building being considered to be harmful to the character and appearance of the Conservation Area.

22. However, the condition of Eagle Block has deteriorated to such an extent that it is not feasible to repair. Rather than deterioration through neglect, Eagle Block is a victim of its own construction method. Being of steel frame construction with brick cladding, the steel structure behind the brick façade has deteriorated and moved, resulting in cracking to the exterior cladding, movement and subsequent failure of steel brick ties. Externally these faults are visually evident as large vertical

cracks that can be seen in various expansive areas, notably on the brick piers on the south elevation separating from the infill panels to the sides. Internally the same process of degradation is evident where various large horizontal and/or diagonal cracks are visible on walls and ceilings in several rooms suggesting failure of the existing brick ties leading to inward and outward displacement of the brick courses. The diagonal cracks provide further evidence that the external brick piers are displacing away from the primary structure.

23. Similarly, Eagle Club is proposed to be demolished. Whilst of lesser significance and interest than Eagle Block, the CAA notes that Eagle Club: '...could be restored to its original appearance and become a building of merit in this prominent location.' Externally, there is clear evidence of diagonal cracking of masonry panels, mainly on the southern and western elevations which are most exposed to the prevailing weather, further evidenced in the loss of mortar joints and damp staining of walls indicating moisture ingress, again evident on the western and southern elevations. Elsewhere large vertical cracks indicate the potential for structural movement. As noted above, Eagle Club is not of such significance as Eagle Block, or indeed other historic buildings on site, however it is a substantial building within the conservation area and contributes to the overall historic interest of Daedalus, though not considered to attain the status of 'non-designated heritage asset' and therefore its loss does not constitute 'harm' to the CA.

### *Barracks Square*

24. The proposals include the residential conversion of the Grade II listed Dining Rooms and Cookhouse. The subdivision of the internal spaces respects the plan form, with interventions only where necessary. The removal of the later rear extensions serving the kitchen areas is acceptable, as although they form part of the evolution of the building, they are not of architectural merit and the loss will reveal the rear elevation and attractive features (pediments, gables, etc.) as originally designed. Overall this element of the application is considered acceptable in design terms.

25. The approach to the proposed conversion of the four Type E Barrack Blocks (Anson, Blake, Duncan and Cunningham) to each from five dwellings is of a light touch whereby the principal elevations would remain relatively unchanged with new door openings being provided by enlarging existing window openings thereby retaining the strong uniformity and rhythm of the elevations to the square. To the rear it is proposed to remove the utilitarian toilet and washroom facilities and provide each unit with a single storey rear extension in contemporary style and materials that is considered to relate well to the design and character of the buildings.

26. The Power House and Parachute Store are respectively noted in the CAA to be important and of historic interest and both are proposed to be demolished. The Power House is to be removed to allow for the realignment of Hermes Road to the rear, while the removal of the Parachute Store (and Eagle Club) will allow for residential development across the southern element of Barrack Square. The loss of these important buildings is considered to cause harm to the character of the Conservation Area.

27. The Power House is devoid of internal features, having lost the plant and mezzanine in the past and shows external cracking to brick work. The size of footprint and internal mass make it difficult to convert to residential use and the realignment of Hermes Road has necessitated its removal.

28. The Parachute Store is rightly noted in the CAA as important to the CA. However, the later extensions serve to dilute its architectural interest and its location at the southern corner of the Square sterilizes the opportunity to develop the area in a cohesive fashion that accords with the overall character of surrounding buildings. The proposed residential development to replace the Parachute Store and Eagle Club serve to 'finish' the square as a legible corner group, corresponding to the other 3 sides of the Barracks Square.

29. Therefore, whilst the loss of these important buildings is regretted, when viewed as part of the overall development of the site and the substantial public benefits that the repair and re-use of the listed Seaplane Hangars, Westcliffe House, Wardroom, Lodge and Cookhouse bring in heritage terms and the further public benefits of bringing the entire site back into use, these proposals are considered, on balance, clear and convincing justification with the public benefit evidently shown.

30. The retention and repair of the Guard House is welcomed, more so given its strong design featuring gabled roof and central bell tower in such a prominent location and diminutive character at the entrance to the site. The removal of the 1940's veranda is considered acceptable given its somewhat rudimentary construction and poor condition.

31. Overall the proposals are considered acceptable in heritage terms, as the harm identified to heritage assets is demonstrably outweighed by the public benefits provided by the overall development proposals. As such the proposal complies with Policies LP11, LP12 and LP13 of the Local Plan.

### *Archaeology*

32. In terms of archaeology, the historic use of the site is such that the archaeological potential is low and will have been compromised by more recent development. Recognising that whilst the archaeological potential of the site is low, some prehistoric archaeology has been found in the wider area. As such we concur with the conclusion within the relevant section of the Environmental Statement that an archaeological watching brief is maintained during the relevant stages of development and that this provision can be secured by an appropriately worded condition to secure a programme of archaeological mitigation through an archaeological watching brief. Subject to such a condition the proposals will comply with Policy LP13 of the Local Plan.

### Design - Full elements

#### *Evill Industrial Park 1A*

33. This part of the site lies to the north of the Conservation Area but does form part of its wider setting. The design of the proposed industrial units is driven by the functional need of future occupiers and is somewhat utilitarian in nature. However, this is in keeping with other larger buildings in the wider area including Daedalus Park to the west and the recently reclad Dunning Hangar to the south.

34. Externally the buildings are proposed to be clad in military inspired camouflage patterns that is considered to add a strong visual quality and unique identity to what could otherwise be a series of bland industrial units.

35. The mix of green/brown land camouflage and the blue/grey naval dazzle camouflage has the potential to appear somewhat busy, however, given the scale of the buildings (over 150 metres and 250 metres) the additional interest by mixing the styles is considered to be an acceptable approach. Furthermore, the camouflage design provides a clear reference to the military and air force past. The presence of underground utilities means that the frontage to Daedalus Drive cannot be built on and consequently this land is being proposed as a green landscape buffer which will positively contribute to the wider setting of the Conservation Area.

36. Overall it is considered that the proposals for Zone 1A (Evill Industrial Park) are acceptable in design and heritage terms and comply with Policies LP10 and LP 12 of the Local Plan.

#### *Daedalus Square and Westcliffe Gardens*

37. This area is located within the Conservation Area and comprising parts of character areas 2 and 3. In addition to the conversion of the Grade II Listed former Dining Rooms/Cook House and the adjacent four Barrack Blocks, a series of new build houses, terraces and apartments are proposed. These include two to four bedroom detached, semi-detached and terrace houses with private gardens and one to three bedroom apartments.

38. The existing Barracks Square (identified as Daedalus Square) is retained to form a key centre piece within the proposed residential core and would provide high quality, publicly accessible open space and with active frontages to the dwellings facing onto the Square.

39. The new dwellings in their design approach are proportionate to the existing heritage buildings in terms of massing and offer a simplistic, yet well balanced building form. Externally the architecture of the new buildings would complement the existing buildings to be retained and those newly built dwellings adjacent. The proposed apartment blocks are traditional in form with

contemporary/industrial style features to match the houses and to reflect the military character of some of the buildings to be replaced.

40. Whilst the proposed layout presents, in places, the rear of properties onto existing routes through the site, rear boundaries to roads have been designed as high-quality walls and not close boarded fences. The implementation of these can be secured by the imposition of a suitably worded planning condition.

41. The existing Eagle Block is set back from Eagle Road with a wide grass verge, with trees, separating it from Eagle Road. The proposed replacement Eagle Block would be set further forward with parking fronting Eagle Road which reduces the space available for soft landscaping. Whilst this is not ideal, given the need to provide appropriate separation between buildings and an adequate level of car parking, this situation is considered to be acceptable with the addition of soft landscaping where achievable. The route from Nottingham Place through the historic 'main gate' into Eagle Road is a key element of the proposals and needs to be a high quality route reconnecting the site to Lee-on-the-Solent. The retention of the gates and conversion of the Guard House would contribute positively to enhancing the character and appearance of the Conservation Area. The resited replacement for Eagle Block would also contribute to the creation of a high quality route into the site.

42. Overall it is considered that the proposals for full planning permission within Zone 2 (Daedalus Square and Westcliffe Gardens) are acceptable in design and heritage terms and comply with Policies LP10, LP11 and LP 12 of the Local Plan.

#### Design - Outline elements

##### *Evill Industrial Park (Zones 1B & 1C)*

43. The parameter plans for this element of the Outline application propose buildings of up to 10 metres in height which is less than the existing large former hangars that are approximately 15 metres in height. Zone 1B would be to the north of the Grade II Listed former Dining Halls and Cookhouse and be adjacent to, but outside of, the Conservation Area. Whilst scale, siting and appearance are reserved matters which will be the subject of future applications, it is considered that the principles set out in the Design and Access Statement demonstrate that an appropriate design of building could be produced that would comply with Policies LP10, LP,11 and LP12 of the Local Plan.

##### *Westcliffe Gardens*

44. The Outline elements of Westcliffe Gardens are for the conversion of the Wardroom, Westcliffe House and Westcliffe Lodge to provide a total of 46 dwellings together with the erection of up to 32 dwellings in two blocks. The submitted parameter plans show buildings of up to four storeys adjacent to Seaplane Square fronting Marine Parade and up to three storeys adjacent to Westcliffe House fronting Eagle/Unicorn Roads with the indicative drawings showing a stepped design approach with flat roofs. Whilst such a design approach could be considered acceptable fronting Marine Parade West, any building adjacent to Westcliffe House should be of a more traditional approach to preserve its setting. Nevertheless the proposed scale, massing and siting are all considered acceptable in this location and would preserve the character and appearance of this part of the Conservation Area. Furthermore the proposals are considered appropriate in the context of the adjacent Marine Parade Area of Special Character.

45. As scale and appearance are both reserved matters that will need to be the subject of future applications, it is considered that the principles set out in the Design and Access Statement demonstrate that an appropriate form of the development could be brought forward that would comply with Policies LP10, LP,11, LP12 and LP14 of the Local Plan.

##### *The Invincible*

46. The Outline proposals for the land to the north-west of Seaplane Square are to provide up to 57 dwellings in two blocks. The submitted parameter plans show buildings of up to four storeys adjacent to Seaplane Square fronting Marine Parade and up to four storeys fronting Unicorn Road. The indicative drawings showing a 'Art Deco' inspired building with flat roofs fronting Marine Parade and

a more simple flat roofed building fronting Unicorn Road. An 'Art Deco' style design approach is considered to be potentially acceptable fronting Marine Parade West, as is a simpler, less fussy building to the rear given its context adjacent to the former hangars in Seaplane Square. The proposed scale, massing and siting are all considered acceptable in this part of the Marine Parade Area of Special Character.

47. As scale and appearance are both reserved matters that will need to be the subject of future applications, it is considered that the principles set out in the Design and Access Statement demonstrate that an appropriate form of the development could be brought forward that would comply with Policies LP10, LP12 and LP14 of the Local Plan.

#### *Archer Road*

48. The Outline proposals for this part of the site to the east of Archer Road are for residential development of up to four storeys that would form a buffer to the proposed employment development to the east (Zone 1C). At four storeys, the proposals would be a storey taller than the flatted blocks within the recently built development to the east of Archer Road. The indicative drawings show pitched roofed buildings of traditional appearance which is considered appropriate in this part of the site. The suggested scale and massing at four storeys is considered acceptable in this location and would assist in visually separating the residential and industrial parts of the site.

49. As scale and appearance are both reserved matters that will need to be the subject of future applications, it is considered that the principles set out in the Design and Access Statement demonstrate that an appropriate form of the development could be brought forward that would comply with Policy LP10 of the Local Plan.

#### *Seaplane Square*

50. Within Seaplane Square, the only new build element of the Outline proposals for this Zone are extensions to the two 'G-Type Hangars' located at the north of the Square that would in effect restore something akin to their original footprint (both hangars having been truncated in the past). The two Grade II Listed 'J-Type hangars' fronting Marine Parade would be retained with the third Listed J-Type hangar at the south-eastern side of the Square being altered with its eastern and western ends removed to create a covered route from Seaplane Square to Westcliffe Gardens. The overall significance of Seaplane Square as the focal point of the Conservation Area and originator of the military presence on the site would be retained. The proposals also indicate the recladding of the existing hangars which is considered acceptable in principle and could contribute positively to the creation of a high quality public space.

51. As scale and appearance are both reserved matters that will need to be the subject of future applications as would any alterations to the Listed Buildings, it is considered that the principles set out in the Design and Access Statement demonstrate that an appropriate form of the development could be brought forward that would comply with Policy LP10 of the Local Plan.

#### *Unicorn Square*

52. The proposals for this Zone include the tallest elements within the application at up to seven storeys being shown towards the north-east corner of this Zone. This Zone is considered to have the potential to accommodate a taller element, however, its location needs careful consideration to ensure that an appropriate relationship is maintained with particular regard to the setting of the Conservation Area around Barracks Square.

53. The indicative location of the seven storey element is adjacent the realigned Hermes Road opposite the north-western Barrack Block and the Grade II Listed former Cookhouse and Dining Rooms with a separation distance of almost 50 metres to this building. Given that the siting, scale and appearance of this Zone are all reserved for future consideration, it is considered that an acceptable form of development and relationship to adjacent heritage assets could be delivered.

## Amenity - Full elements

### *Evell Industrial Park (Zone 1A)*

54. The location and proposed scale of development in this Zone is such that it would have no significant impact on the occupiers of the nearest residential properties (those fronting Archer Road south of the Control Tower roundabout) that are in excess of 70 metres from the closest proposed industrial building. There are closer buildings to the south and east that are in active use for industrial purposes and as such would not be affected by the proposals.

55. The airport operator is working with the applicant to ensure that proposals in this Zone would not affect the adjacent airfield and its future operation. Fareham Borough Council, as neighbouring LPA, have made comments about the potential impact of solar panels on operations at the airport. Given the close proximity and orientation of buildings in Zone 1A to the airport, it is considered necessary and reasonable to impose a planning condition to control the finish of any solar panels to minimise the potential for glare that may affect the pilots of aircraft using the airport.

### *Daedalus Square & Westcliffe Gardens*

56. The proposed residential dwellings along the western side of Vengeance Road would face recently built dwellings across the carriageway. The scale and siting of the new dwellings are of a similar scale to those existing and as such would not significantly affect the residential amenities of the occupiers of these existing properties.

57. The proposed dwellings that would back onto dwellings in Inverkip Close and Nottingham Place are also of a scale that would prevent any significant impact on the residential amenities of the occupiers of those existing properties.

58. The proposed dwellings that would be located south of where Eagle Block is currently would be of a scale and siting that would prevent any significant impact on the residential amenities of the occupiers of those existing properties.

59. The proposals would also facilitate the removal of the existing boundary treatments that would be replaced with more appropriate alternatives more in keeping with a residential development. The details of boundary treatments will be the subject of a planning condition to ensure that the replacements are appropriate in both design and amenity terms.

60. The back-to-back distances between new build dwellings are approximately 20 metres which falls slightly short of the recommended 21 metres set out in the Design SPD between two-storey dwellings. The proposed development south of Barracks Square includes three-storey dwellings where the SPD indicates an additional separation of 7 metres should be made. The constraints of the site and the need in heritage terms to provide a strong, high quality frontage to both Eagle Road and the southern edge of Barracks Square are such that increased separation cannot be provided without fundamentally altering the proposed layout. Such an alteration is considered to be likely to diminish the quality of the urban fabric the applicant is seeking to create and potentially have a less positive impact on the character and appearance of the Conservation Area.

61. Similarly the proposed replacement for Eagle Block at four storeys would have less separation to the proposed dwellings to the south than is recommended in the Design SPD. In this instance it should be noted that the taller Eagle Block would be sited to the north, thus reducing any potential for overshadowing. Given that this relationship is between new build elements, any prospective purchaser or occupiers would be aware of the relationship prior to taking ownership or moving in. Notwithstanding this, there would be a degree of harm to the living conditions of future occupiers due to the proximity of the buildings.

62. Whilst it is accepted that a degree of harm would occur to occupiers of these proposed properties, this must be weighed against the wider benefits of the proposal, including the potential harm in heritage terms from any alternative proposals. In this instance, and on balance, it is considered that the benefits of redeveloping this brownfield site to provide high quality dwellings for which there is a significant local need, and the substantial heritage benefits of the overall proposals would outweigh

the limited harm that would occur. The proposal is therefore, considered to be in accordance with the aims and objectives of Policies LP5, LP10, LP11 and LP24 of the Local Plan and Design SPD.

### Amenity - Outline elements

#### *Evill Industrial Park (Zones 1B & 1C)*

63. The Outline proposals for these employment areas are for buildings of up to 10 metres in height which is considered appropriate in this location and be unlikely to affect either existing or proposed residential properties through any overlooking or loss of light. Any industrial use has the potential to generate noise or odour that could affect the amenities of neighbouring occupiers. However, given that the site is allocated for employment purposes and has been for many years, it is considered that planning conditions can be imposed to ensure that such matters are satisfactorily addressed and mitigated to ensure no significant harm would be caused to the amenities of neighbouring occupiers.

#### *Westcliffe Gardens*

64. The proposed residential conversion of the Wardroom, Westcliffe House and Westcliffe Lodge are considered to be acceptable and unlikely to give rise to any significant impact on the occupiers of existing neighbouring properties.

65. The proposed building within this Zone fronting Marine Parade would be sited in a similar location to the existing Wardroom Annexe and as such has the potential to affect the amenities of the occupiers of The Brambles (44 Marine Parade West). The existing building is three-storey and has windows facing towards this neighbouring dwelling which has windows facing back. Given this existing situation, it is considered that a building of up to four storeys could be accommodated in a manner that would not give rise to any significantly greater harm than would be caused if the existing building were brought back to residential use.

#### *The Invincible*

66. The proposed building within this Zone fronting Marine Parade would replace the existing former Coastguard facility which comprises a substantial two-and-a-half storey building. Having regard to the relationship of the existing building to adjacent dwellings to the north-west, including those in Drake Road, it is considered that a building of up to four storeys could be accommodated in a manner that would not give rise to any significant harm to the occupiers of these neighbour properties.

67. The proposed building to the north of this Zone would front Unicorn Road and would be sited on undeveloped land currently used for the siting of hovercraft associated with the museum. The proposed building is proposed to be sited over 15 metres from the nearest dwelling which would be at an oblique angle to the proposed building of up to four storeys. Given this relationship it is considered that a building of up to four storeys could be accommodated in a manner that would not give rise to any significant harm to the occupiers of these neighbour properties.

#### *Archer Road*

68. The proposals for this part of the site are for up to four storeys that would face existing two storey houses and three storey flats across the carriageway of Archer Road with separation distances in excess of 20 metres being provided between the existing three-storey flats and maximum footprint set out on the submitted parameter plans. The closest two storey dwelling (at the end of Victorious Close) presents its flank elevation to this Zone which includes a single habitable room serving one of the smaller bedrooms in this 4 bed house. The separation distance between this dwelling and the maximum footprint set out on the submitted parameter plans would be approximately 17.5 metres, however, the impact and harm would be limited to the single habitable room window. Other houses would be more than 30 metres from the proposed buildings in this Zone which would exceed the recommended separation distances set out in the Design SPD.

69. In this instance, and recognising that siting and scale are matters reserved for future consideration, it is considered that any harm to the amenities of the occupiers of dwellings facing the Zone can be minimised such that they would be outweighed by the wider benefits associated with

the comprehensive redevelopment of this part of the site by the delivery of new homes to help meet the needs of residents of the Borough.

70. The proposed residential buildings in this Zone would back onto Zone 1C which is for employment/industrial uses with the parameter plans showing a minimum separation distance of approximately 20 metres. Given the longstanding designation of this site for such uses and the separation distance that can be achieved it is considered that an acceptable relationship could be provided to ensure that the amenities of future occupiers would not be adversely affected by the neighbouring employment uses.

#### *Seaplane Square*

71. The proposals for this Zone relate to the retention of the Hovercraft Museum within some of the hangars, with the remainder being used to provide a brewery, food and beverage uses and a small retail unit. This mix of commercial and cultural uses is considered appropriate in this location such that would be unlikely to give rise to any harmful impact on the amenities of occupiers of other neighbouring premises.

#### *Unicorn Square*

72. The proposals for this Zone are for a mix of uses that includes offices, hotel, retirement/care accommodation and light industrial floorspace with the parameter plans indicating development of three and predominantly four storeys with up to seven storeys being provided towards the north-east corner of this Zone. The proposed mix of uses are considered compatible with each other and with adjacent uses. The indicative location of the seven storey element is adjacent to the north-west of the existing Barrack Blocks that is proposed to be converted to dwellings with a separation distance of at least 30 metres. Given the level of separation and proposed mix of uses the proposals for this Zone are considered acceptable in amenity terms such that they would not harmfully affect the occupiers of neighbouring premises.

#### *Impact of construction work*

73. During the demolition and construction phases, the main concern is the potential impact on existing residents from noise, dust and vibration. Planning conditions can be used to control the phasing of demolition and construction to ensure activities on the site take place in a managed way. If noise and dust becomes a statutory nuisance during construction it can be dealt with through Environmental Health legislation. Subject to the imposition of conditions to secure the implementation of both Demolition and Construction Management Plans, the proposals would comply with Policies LP10 and LP46 of the Local Plan.

#### *Access arrangements*

74. The proposed access arrangements are not significantly different from those previously considered and approved under the extant Outline permission. The impact of the proposed use of Drake Road, Bramble Road and Nottingham Place by vehicular traffic is not considered to be likely to result in a significant impact on the amenities of the occupiers of properties on these roads.

#### Access & Highways

##### *On site - Full*

75. The access arrangements to Zone 1A have been amended to ensure that the primary access to the industrial units will be via a proposed new bellmouth junction, which has suitable kerb radii and geometry to accommodate the full range of vehicles expected to be accessing the site, and is considered acceptable by the Local Highway Authority. There is also a secondary access proposed towards the eastern part of Zone 1A, which has been designed for egress, but only by smaller vehicles. The revised arrangements for this part of the proposals will require a departure from standards (DfS) due to the reduced junction spacing, however, this has been approved in principle by the Local Highway Authority.



76. The proposals for Daedalus Square include the realignment of Hermes Road to the east of its current location with the remaining road layout remaining largely as existing with changes being limited to the reopening of the existing gateway on Nottingham Place with a priority arrangement for vehicles exiting the site and the removal of the turning head from the southern end of Vengeance Road to create a through route thus improving the permeability of this area of the site. The Local Highway Authority have confirmed that the proposed road layout for this part of the site is acceptable.

#### *On site - Outline*

77. The Outline elements indicate the reopening of both Drake and Brambles Road to vehicular and other modes of transport as part of the wider proposals. However, Access is a reserved matter and is not to be formally considered at this stage. Notwithstanding this, indicative drawings have been provided indicating how a solution to the access arrangements at these points could be laid out as part of a future reserved matters applications. These include a one way arrangement, into the site, for vehicular traffic via Drake Road with cycles and pedestrians able to access and egress the site. Brambles Road is indicated as being a two-way road, albeit designed to restrict its attractiveness for use by through traffic.

78. The existing road network within the site would be retained and, where necessary, upgraded to accommodate the needs of the proposed mix and quantum of development. Whilst those roads not adopted or not already agreed to be adopted will remain in private ownership and control, the applicant has confirmed that they will be available for use by the general public to access the site. This can be secured through a legal agreement.

79. The Local Highway Authority have confirmed that the indicative road layouts are acceptable and as such the proposals comply with Policies LP22 and LP23 of the Local Plan.

#### *Off site*

80. The main access to the site would be via Daedalus Drive and the traffic light controlled junction with Broom Way and Cherque Way which connects via the Peel Common roundabout with Newgate Lane East and Daedalus Way (Stubbington bypass). The proposal would result in increased traffic flows through these junctions and additional mitigation measures have been identified to ensure no significant impact would occur to drivers. The Local Highway Authority have confirmed that, subject to the mitigation being secured, the likely traffic generated by the quantum of development proposed could be accommodated within the existing road network. The delivery of and payment of contributions towards off-site highway works can be secured through a legal agreement. Subject to this, the proposals comply with Policy LP23 of the Local Plan.

#### *Sustainable Travel*

81. The site is not particularly well served by public transport with just one bus services running near the site along Marine Parade (the X5 service that runs between Gosport and Southampton via Stubbington and Fareham) every 40 minutes during the working week. This low level of bus service availability will restrict modal choices available for future residents and employees at the site as there are limited onward destinations available without a change of bus / mode. However, the site is well served by cycling and walking infrastructure with off road cycle routes (including NCN Route 2) that link the site to Lee-on-the-Solent, Gosport, Stubbington and Fareham. The application would secure improvements to the pedestrian route to the catchment schools in Peel Common as well as additional refuges along Marine Parade to improve connectivity to the cycle and pedestrian routes along the seafront. A financial contribution towards enhanced school travel planning is also proposed. These walking and cycling enhancements are considered necessary and reasonable in the context of the proposals and would be secured through a legal agreement. Subject to the enhancements being provided, the proposals comply with Policies LP22 and LP23 of the Local Plan.

#### Parking

##### *Full application*

82. The proposed parking arrangements for Zone 1A would equate to approximately 95% of the requirement of the Parking SPD for the most intensive of the possible commercial uses. Given the

size of this element of the development and the mix of employment uses it is considered that the proposed level of parking will meet the likely needs of the development if the communal spaces are appropriately managed, whilst maintaining access around the entirety of the site by a range of commercial vehicles. This can be secured by the imposition of a suitably worded planning condition to secure the approval and implementation of parking management measures.

83. Representations have made reference to vehicles parking on Vengeance Road close to its junction with Daedalus Drive that have raised concerns about this issue being exacerbated. Site visits by officers have been unable to definitively confirm the source of this on-street parking as the adjacent industrial estate (Daedalus Park) was observed to have more vacant car parking spaces available than vehicles parked on the road next to it. In the evening it was observed that there were less vehicles parked on street. Given this is an existing situation apparently unlinked to industrial estate parking, it does not follow that the proposal would exacerbate inappropriate parking near the junction, so it is considered that a refusal relating to this issue could not be sustained. Any issues relating to the safety or convenience of users of Vengeance Road can be considered by HCC as the Local Highway Authority when this road becomes formally adopted as part of the public highway in due course. The legal agreement to secure the future adoption of Vengeance Road has been completed in relation to the Phase 1 infrastructure works pursuant to the extant Outline permission.

84. The parking provision for the full element of Zone 2 which is residential has evolved to take account of Part S of the Building Regulations which has introduced a requirement for electric vehicle charging facilities to be provided for new dwellings. The use of communal or unallocated parking facilities, as is the case for some of the residential parking, needs to take account of how electric charging facilities can be managed to maximise their availability and control how usage is managed. These new requirements have implications for the distribution and accessibility of spaces where parking is provided in communal areas, which has required some careful design to accommodate sufficient parking to meet the needs of future residents in convenient locations.

85. The applicant is proposing an arrangement whereby each dwelling is effectively allocated a parking space and then gives individual future owners the ability to purchase for the duration of their ownership additional spaces. The applicant contends that this will cater for those properties which might be owned and/or occupied by families with more than one car and also ensure that no or single car households would not have control over parking spaces that would then not be used. This approach, whilst novel in the Borough, is considered to accord with the principles supported by a part allocated, part unallocated approach as set out in the Parking SPD. The application also includes a commitment to making provision, through the Travel Plan, for access to a car club for future residents. This would be secured as a planning obligation through the legal agreement attached to any permission.

86. The applicant is proposing that the roads forming their development will be unadopted and as such parking on them can be controlled and managed alongside the off road parking areas to ensure that vehicles are not parking in inappropriate locations. The location of individual parking areas has also taken traffic flow and highway safety into account, and in particular providing suitable visibility at road junctions to meet the relevant standards based on the design speeds of the roads. Such matters of detail have been assessed by Hampshire County Council who have raised no objection in this regard.

87. Overall it is considered that the level of parking proposed for the full element of Zone 2 is sufficient to meet the likely needs of future occupiers if properly managed and controlled. This can be secured by the imposition of a suitably worded planning condition to secure the approval and implementation of parking management measures.

88. An additional level of parking could be provided to meet the full allocated requirement in the SPD, however, to do so would require the provision of increased hard surfaces around the Listed Buildings which would have the potential to adversely affect the setting of heritage assets as well as have a detrimental effect on the character and appearance of the Conservation Area. Having regard to the heritage related constraints of the site and the need to provide adequate car parking, it is considered that the applicant has struck the right balance in maximising car parking where appropriate whilst maintaining car free spaces in Barracks Square and to the front of the Wardroom.

---

### *Outline application*

89. The details submitted to support the Outline elements of the proposal cover a broader mix of uses than the Full elements and which would allow for a degree of flexibility and sharing of spaces between different uses and thus the opportunity to reduce the land-take requirements for providing car parking.

90. The residential elements of the Outline proposals (the remainder of Zone 2, Zone 3 and Zone 4) would be provided with parking at a level that would amount to more than 90% of the SPD requirement. The allocation of management of the spaces for the residential elements would be subject to the same issues as the Full element in relation to the requirement to provide electric vehicle charging facilities to meet the Building Regulations. Given the promotion of sustainable and active alternative modes of transport it is considered that the proposed level of parking is acceptable, subject to the management of the non adopted roads and off street parking enabling an efficient use of the residential spaces to meet the demands of future occupiers.

91. Zones 5 (Seaplane Square and the slipway) and 6 (Unicorn Triangle) are proposed to include a range of commercial and cultural uses with varying demand for parking and different times. This mix of uses gives rise to the potential that spaces can be shared between uses at different times. The applicant proposes that the use of these spaces, including the slipway, can be managed to ensure any shortfall in spaces against the SPD requirement does not give rise to demand for parking in locations that would affect the safety and convenience of highway users or the amenities of the occupiers and users of the site and neighbouring properties. The application also highlights the possibility for parking within the industrial elements of the development being used at weekends to provide additional parking for events that would generate increased demand.

92. Overall it is considered that the applicant has demonstrated that a level of parking could be provided to meet the likely demand from the proposals and that the proposals comply with the principles of the Parking SPD. The proposed sharing of spaces maximises their utility and provides a more efficient use of the land required for car parking, which has in turn allowed a less parking dominated environment appropriate to the setting of the buildings / public spaces on this sensitive site.

### *Cycle parking*

93. The application includes some details for both long term cycle storage (for residents/occupiers) and short term cycle parking (for visitors/employees). Given the hybrid nature of the application, it is considered necessary and appropriate to secure the detail and provision of these facilities through the imposition of a suitably worded planning condition. Subject to such a condition the proposal would comply with Policy LP23 of the Local Plan.

### Viability/Affordable Housing

94. The application is accompanied by a Viability Assessment that has been independently reviewed on behalf of the Council. The review agrees that given the costs associated with redeveloping this former military site, the scheme is not sufficiently financially viable to bear the cost of providing any affordable housing. Notwithstanding, this the developer has offered to provide 10% affordable housing on site, some of which would be provided in the first phase of residential development, with the rest being provided in a later phase.

95. Recognising that viability can only be a 'snapshot' in time, the applicant has agreed to a further viability review taking place towards the end of the development if works have not progressed as set out in the submitted phasing plan. This review would give the opportunity for further affordable housing (or a contribution to towards it) to be secured in the event that the viability position has improved due to changes in the economy over time.

96. Having regard to requirements of the NPPF and Policy LP24 of the Local Plan this is considered an acceptable and policy compliant approach that can be secured as part of a legal agreement.

## Ecology

### *Protected Sites*

97. The Conservation of Habitats and Species Regulations 2017 (the 'Habitat Regulations') require the competent authority (in this case the Local Planning Authority) to carry out an appropriate assessment in circumstances where an internationally protected site is likely to be affected by a development. In this case those sites that have the potential to be affected by the development are the Solent & Dorset Coast Special Protection Areas (SPAs), the Portsmouth Harbour SPA and Ramsar site and the New Forest SPA.

98. The main issue relating to the protected sites is the additional activity generated by the future residents of the up to 394 residential units (both Use Class C2 and C3) plus the hotel proposed within the site. The area is already a popular recreational area and the additional activity is likely to alter the conservation status of the species the designations support (in particular Brent Geese and wading birds). The impact of the development needs to be considered both in isolation (the direct impacts) and in combination with other developments in the sub region.

99. In order to mitigate the direct impact, a range of mitigation measures are proposed to address the direct impact of the development on the SPAs and the associated supporting habitat that include the following:

- The provision of high quality on site open space to provide walking routes within the site;
- The provision of an on-site facility for the walking of dogs;
- The provision of material to first occupiers of the development explaining the significance of the adjacent SPA and promoting the nearby Alver Valley Country Park (AVCP) as a Suitable Alternative Natural Greenspace;
- The payment of a financial contribution of up to £433,273.98 to the LPA that will be used to deliver the following:
  - A dog park to be located adjacent to the car park, kiosk and toilets at the western Gateway to the AVCP;
  - Improved footpaths and connectivity within the AVCP including facilitating access to newly acquired land to expand the Country Park;
  - The enhancement of the northern access to the AVCP adjacent to Shoot Lane to provide a more direct and convenient access from the application site;
  - A program of signage improvements both locally and wider to increase the visibility of the AVCP to promote its use and divert visitors from the coast;
  - the enhancement of Council owned and managed land at Stokes Bay and Monks Walk to provide improved habitat for species potentially affected by the proposed development.

100. The mitigation measures identified above have been confirmed as being acceptable in principle by Natural England, however, further detail needs to be provided as part of the process of undertaking an Appropriate Assessment under the Habitats Regulations. The additional detail is being prepared by the developer's consultant team for submission to the Council and Natural England. Given the positive view expressed by Natural England to the concept of the mitigation proposals is it considered that this issue can be resolved prior to any planning permission being granted. Any positive recommendation or resolution would be subject to no adverse comment being received from Natural England on the Council's final Appropriate Assessment.

101. The in combination impact of the development on the local SPAs would be mitigated in accordance with the Solent Recreation Mitigation Partnership (SRMP) Definitive Strategy which requires a financial contribution to be paid to the Council towards the work of Bird Aware Solent.

102. In accordance with advice from Natural England, a net increase in housing development within a 15km 'Zone of Influence' of the New Forest is considered likely to result in impacts to the integrity of those sites through a consequent increase in recreational disturbance. The impact of recreational disturbance on the New Forest SPA can be mitigation through a further financial contribution in accordance with the Council's interim strategy for addressing this matter.

103. The mitigation measures necessary to ensure that the development would not affect the adjacent internationally protected sites would be secured as planning obligations in a legal

agreement and by the imposition of suitably worded planning conditions. Subject to these the proposals would comply with Policy LP42 of the Local Plan.

### *Nutrient Neutrality*

104. Natural England have raised concerns that new dwellings are causing increased levels of nitrogen and phosphorus input to the water environment in the Solent with evidence that these nutrients are causing eutrophication at European and internationally designated habitat sites and additional mitigation measures will be required to offset any increases in nitrogen discharges that would result from the proposals. Natural England advise that proposals for new residential development should achieve nitrogen neutrality to avoid harm to these sites and the calculation has been undertaken to confirm the level of mitigation required.

105. The applicant has provided details of a scheme of mitigation involving the removal of land within the fluvial catchment from agricultural use. The submitted details indicate that the mitigation would result in a reduction in nutrient input greater than the increase that would result from the occupation of the proposed development. These measures would provide suitable mitigation, such that the development would not cause harm to European and internationally designated protected sites, which would be secured through a legal agreement. Additionally details of measures limiting water usage within the properties to 110ltr per person per day would be secured by planning condition.

106. Subject to the condition and the mitigation being provided, the development would provide suitable mitigation, and would not cause harm to European and internationally designated protected sites. The proposal would, therefore accord with Policies LP39 and LP42 of the Gosport Borough Local Plan 2011-2029.

### *Protected Species*

107. The site comprises a number of buildings that are acknowledged to have the potential to host bats and have been the subject of a number surveys over a number of years. Given the potential phasing of the development over 10 years it will be necessary for future surveys to be undertaken to inform the detail of any mitigation measures. Having regard to the extent of previous survey work, this is considered an appropriate solution in this instance to ensure compliance with legislation relating to protected species and Policy LP44 of the Local Plan.

108. The site has very little potential to host other protected species (including badgers, newts and other reptiles) and as such no further specific mitigation is needed.

109. The application is accompanied by an Ecological Enhancement Plan that will include measures to support bats, birds and invertebrates. The details and implementation of ecological enhancement measures can be secured by planning condition.

### *Trees & Landscaping*

110. The application site contains relatively few trees, with the majority being in the Conservation Area. The trees have been surveyed with the majority categorised as being low quality with limited amenity or life span. The applicant's tree report has been reviewed by the Council's Tree Officer who agrees with the assessment made. The development proposals include the removal of 37 individual trees and 5 small groups of trees. The better quality trees in and around Barracks Square and one fronting Marine Parade adjacent to the Hovercraft Museum would be retained and protected during development. This can be secured through the imposition of a suitably worded planning condition.

111. The submitted Design and Access Statement sets out a comprehensive soft landscaping strategy that will include the planting a number of street and other trees that would enhance and reinforce the distinctive character of the site. The details of tree planting and other soft landscaping can be secured through the imposition of suitably worded planning conditions. Subject to these conditions the proposals comply with Policies LP10 and LP41 of the Local Plan.

112. Subject to the mitigation and other measures described above, the proposals would comply with Policies LP10, LP39, LP41, LP42, LP43 and LP44 of the Local Plan.

## Contamination

113. Given the historic military use of the site there is the potential for contamination which has been and continues to be investigated. Site investigations, to date, have identified localised occurrences of chemical contamination and radioactive contamination on the site. Further investigations will be required as part of the re-development of this site in order to identify any additional sources of contamination not currently identified, characterise known sources of contamination (for example in areas post demolition of buildings) and to provide the level of information required for remediation.

114. All contamination will be subject to risk assessment and a series of mitigation measures will be agreed depending on the type of contamination identified and the receptor being affected, both of which will be verified at Reserved Matters stage as being appropriate depending on the layout of development that is proposed. The Environmental Health Partnership are satisfied that the necessary further investigation, remediation and verification can be secured through the imposition of suitably worded planning conditions and confirm that, overall, the redevelopment of the site will have a beneficial impact on the environment through the investigation, risk assessment and remediation of any contamination of land and groundwater on the site.

115. In terms of construction works on site, the preparation and implementation of a Construction Environmental Management Plan (CEMP) to protect construction and remediation workers and adjacent occupiers and land users during the construction phase can be secured by condition.

116. Subject to these conditions the proposal would comply with Policies LP46 and LP47 of the Local Plan.

## Other Matters

### *Employment & Skills*

117. The proposals would create in excess of 30,000 sq metres of employment floorspace which accords with Policy LP5 and the Daedalus SPD which set out employment generation is one of the key objectives for the site. This level of job creation would make a significant contribution to reducing out-commuting from the peninsula.

118. To ensure that both the construction of the development and future operation of the employment space generate opportunities for local residents to gain employment and skills there is a requirement for an Employment and Skills Plan to be provided in line with Policy LP17. This can be secured by a suitably worded planning condition and can be phased to maximise training opportunities as the development progresses.

### *Flood Risk and Drainage*

119. With the exception of the slipway, the site lies within Flood Zone 1 where there is an extremely low probability of tidal and fluvial flooding. The uses proposed as part of this application are therefore appropriate to this site. The preliminary surface water drainage strategy for the site proposes a combination of techniques including Sustainable Urban Drainage Systems (SUDS). The submission of further details to ensure these measures operate appropriately can be controlled by condition. A series of conditions, as recommended by the Environment Agency and HCC as Lead Local Flood Authority, should be imposed to control surface water and prevent ground contamination either on site or nearby. Subject to these conditions the proposal complies with Policies LP45 and LP47 of the Local Plan.

### *Open Space*

120. Policy LP34 sets out the requirements for public open space associated with new developments with equates to 1.64 hectares in this case. The proposals includes the provision of over 10,000 square metres of open space in Westcliffe Gardens and Daedalus Square which would be mainly soft landscaped. The proposals also include over 7,500 square metres of publicly accessible open space in Seaplane Square and Unicorn Square that would be mainly hardsurfaced. This equates to over 1.75 hectares of publicly accessible open space that would exceed the policy requirements for the provision of on site public open space. The provision and retention of the open space can be

secured as planning obligations through a legal agreement. The proposal therefore complies with Policy LP34 of the Local Plan.

### Human Rights and the Public Sector Equality Duty

121. The Council is required by the Human Rights Act 1998 to act in a way that is compatible with the European Convention on Human Rights. Virtually all planning applications engage the right to the enjoyment of property and the right to a fair hearing. Indeed, many applications engage the right to respect for private and family life where residential property is affected. Other convention rights may also be engaged. It is important to note that many convention rights are qualified rights, meaning that they are not absolute rights and must be balanced against competing interests as permitted by law. This report seeks such a balance.

122. Under section 149 of the Equality Act 2010, the Council must have due regard to the need to eliminate discrimination, harassment, or victimisation of persons by reason of their protected characteristics. Further the Council must advance equality of opportunity and foster good relations between those who share a relevant protected characteristic and those who don't. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Having had due regard to the public sector equality duty as it applies to those with protected characteristics in the context of this application, it is not considered that the recommendation would breach the Council's obligations under the Equality Act 2010.

### Conclusion

123. Having regard to the relevant policies within the Gosport Borough Local Plan 2011-2029 and all other material considerations, it is considered that the development would provide an appropriate employment led, mixed use development on the site that would not harmfully impact on features of acknowledged nature conservation interest, would enhance the character and appearance of the Daedalus Conservation Area and would not substantially harm the historic and architectural interest of the Listed Buildings. The identified less than substantial harm in heritage terms would be outweighed by the public benefits of the proposals which include much needed job creation, the delivery of new residential dwellings and the safeguarding of designated heritage assets. The proposals are also considered acceptable in respect of design, residential amenity, highway matters, archaeology, land contamination, air quality, noise, flood risk, drainage and open space terms.

**RECOMMENDATION A: that, subject to no adverse comment being received from Natural England in respect of the Local Authority's Appropriate Assessment, delegated authority be given to the Development Manager to grant Planning Permission subject to the prior completion of a legal agreement pursuant to S106 of the Town and Country Planning Act 1990 (as amended) to secure the following planning obligations and subject to the following conditions**

**RECOMMENDATION B: that delegated authority be given to the Development Manager to add, amend and delete conditions where necessary**

Equalities Impact Assessment: No Implications

### **RECOMMENDATION: Grant Permission**

Subject to Section 106 agreement relating to

1. the mothballing of the Wardroom & Westcliffe House
2. the securing of nitrates mitigation
3. the securing of mitigation for direct and indirect recreational disturbance associated with the development for both the Solent and New Forest SPAs
4. the provision of 10% affordable housing within Zone 2
5. the provision of 10% affordable housing for the remainder of the site within Zone 4
6. the undertaking of a further viability review if the final phase of residential development is not commenced within 10 years
7. secure the delivery of off-site highway works

8. secure the payment of highway related contributions
9. secure public access to the site by vehicle, cycle and foot along main road network
10. secure the delivery of, and public access to, the open spaces to be provided in Westcliffe Gardens, Daedalus Square and Seaplane Square)
11. secure the implementation of a Travel Plan
12. secure the payment of a school travel contribution
13. secure the submission and implementation of a Museum Use Plan relating to the Hovercraft Museum
14. secure the provision and long term management of community space in the ground floor of the Wardroom

**and subject to the following condition(s):-**

1. The development hereby granted full planning permission 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 granted Outline planning permission must be begun either before the expiration of three years from the date of the grant of this Outline planning permission, or the expiration of two years from the final approval of the Reserved Matters, or in the case of approval on different dates, the final approval of the last such matter to be approved whichever is the later date.

Reason - To allow a reasonable time period for works to commence and to comply with Section 92 of the Town and Country Planning Act, 1990 (as amended).

3. In the case of any Reserved Matter, application for approval must be made not later than the expiration of ten years beginning with the date of the grant of this Outline planning permission.

Reason - To allow a reasonable time period for works to commence and to comply with Section 92 of the Town and Country Planning Act, 1990 (as amended).

4. Details relating to the layout, scale and appearance of the proposed development, the access thereto and the landscaping of the site, hereinafter called "the reserved matters", shall be submitted to, and approved by, the Local Planning Authority before the development hereby granted Outline planning permission is commenced.

Reason - To comply with Policies LP10, LP11, LP12, LP23 and LP41 of the Gosport Borough Local Plan 2011-2029.

5. All submissions for Reserved Matters approval shall comply with the approved Parameter Plans and accord with the Design Principles set out in Section 4 (Outline Planning Design Principles) of the Design & Access Statement (dated January 2023).

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

Site Location Plan - ACME / 238-DAE-00-0001 Rev.A

Retained & Demolished Buildings - ACME / 238-DAE-00-0003

Proposed Site Plan – Infrastructure Site Planning - Whitby Wood / P450707-WW-XX-00-DR-C-1014 Revision F1

Design & Access Statement (Acme, January 2023)

Environmental Statement (Freeths and others, February 2023)

Environmental Statement Further Information Report (Freeths & Ecology Solutions, May 2023)

Arboricultural Impact Assessment (Arbor-Eco Consultancy, December 2022)

Outline element

Parameter Plan - Zoning Plan - Existing Site - ACME / 238-DAE-00-0100 Rev.A

Parameter Plan - Application Type Plan - ACME / 238-DAE-00-0101 Rev.A

Parameter Plan - Uses - ACME / 238-DAE-00-0102 Rev.A

Parameter Plan - Maximum Development - ACME / 238-DAE-00-0103 Rev.A

Parameter Plan - Building Heights - ACME / 238-DAE-00-0104 Rev.A

Parameter Plan - Access - ACME / 238-DAE-00-0105 Rev.A

Parameter Plan - Zoning Plan - Proposed Site ACME / 238-DAE-00-0106 Rev.A



Full element

Site Location Plan - Zone 1A Detailed Application Site ACME / 238-DAE-01-0001  
 Proposed Site Plan - Ground Floor - ACME / 238-DAE-01-0003 Rev.A  
 Proposed Site Plan - Mezzanine Floor - ACME / 238-DAE-01-0004 Rev.A  
 Proposed Site Plan - Roof - ACME / 238-DAE-01-0005 Rev.A  
 Northern Block - Ground and Mezzanine Floor Plan (1 of 2) - ACME / 238-DAE-01-1100 Rev.A  
 Northern Block - Ground and Mezzanine Floor Plan (2 of 2) - ACME / 238-DAE-01-1101 Rev.A  
 Southern Block - Ground and Mezzanine Floor Plan - ACME / 238-DAE-01-1102  
 Proposed Elevations - Northern Block - ACME / 238-DAE-01-1300  
 Proposed Elevations - Southern Block & Gable End - ACME / 238-DAE-01-1301  
 Site Location Plan - Zone 2 Detailed Application Site - ACME / 238-DAE-02-0001  
 Proposed Retained, Demolished Buildings & Tree Works - ACME / 238-DAE-02-0003  
 Proposed Zone Split Plan - ACME / 238-DAE-02-0004  
 Proposed Block Plan - ACME / 238-DAE-02-0005  
 Proposed Heritage Zone Parking Plan - ACME / 238-DAE-02-0006  
 Proposed New Build Zone Parking Plan - ACME / 238-DAE-02-0007  
 B91 Cookhouse - Proposed Ground Floor Plan - ACME / 238-DAE-02-1100  
 B91 Cookhouse - Proposed Roof Plan - ACME / 238-DAE-02-1101  
 B92 Anson Block - Proposed Ground, 01 & Roof Plan - ACME / 238-DAE-02-1110  
 B97 Blake Block - Proposed Ground, 01 & Roof Plan - ACME / 238-DAE-02-1111  
 B137 Duncan Block - Proposed Ground, 01 & Roof Plan - ACME / 238-DAE-02-1112  
 B139 Cunningham Block - Proposed Ground, 01 & Roof Plan - ACME / 238-DAE-02-1113  
 B131 Guardhouse - Proposed Ground and Roof Plan - ACME / 238-DAE-02-1120  
 B91 Cookhouse - Proposed Sections - ACME / 238-DAE-02-1200  
 B92, 97, 137 & 139 Barrack Block - Proposed Sections - ACME / 238-DAE-02-1210  
 B131 Guardhouse - Proposed Sections - ACME / 238-DAE-02-1220  
 B91 Cookhouse - Proposed Elevations - ACME / 238-DAE-02-1300  
 B92 Anson & B97 Blake Block - Proposed Typical Elevations - ACME / 238-DAE-02-1310  
 B137 Duncan & B139 Cunningham Block - Proposed Typical Elevations - ACME / 238-DAE-02-1311  
 B131 Guardhouse - Proposed Elevations - ACME / 238-DAE-02-1320  
 Zone Plan - A2/21118-101  
 Mix & Tenure - Layout A2/21118-102  
 Building Material Layout - A2/21118-103  
 Building Height Layout - A2/21118-104  
 Saddler + Joiner - Terrace - Floor Plans & Elevations - A2/21118-105  
 Fletcher - Terrace of 3 - Floor Plans & Elevations - A2/21118-106  
 Fletcher - Terrace of 4 - Floor Plans & Elevations - A2/21118-107  
 Spinner - Semi - Floor Plans & Elevations - A2/21118-108  
 Spinner - Terrace of 4 - Floor Plans & Elevations - A2/21118-109  
 Gilder - Terrace of 4 - Floor Plans & Elevations - A2/21118-110  
 Ariel - Detached - Floor Plans & Elevations - A2/21118-111  
 Apartment A1 - Floor Plans - A2/21118-112  
 Apartment A1 - Elevations - A2/21118-113  
 Apartment A2 - Ground Floor Plans & First Floor Plans - A2/21118-114  
 Apartment A2 - Second Floor Plans & Third Floor Plans - A2/21118-115  
 Apartment A2 - Elevations - A2/21118-116  
 Apartment A2 - Roof Plan - A2/21118-117  
 Apartment A1 & A2 - Sections - A2/21118-118  
 Ancillary Buildings - Apartment A1 - Bin & Bike Store - A2/21118-119

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

7. a) No development shall commence until a phasing plan for the development (including a timetable for works to the new build elements, the buildings to be converted and the provision of access and parking areas), has been submitted to and approved, in writing, by the Local Planning Authority.

b) The development shall thereafter be carried out in accordance with the approved phasing plan unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To facilitate the phased delivery of the site and ensure the deliverable and comprehensive development of the site in accordance with Policies LP5, LP10, LP11, LP12, LP16, and LP23 of the Gosport Borough Local Plan 2011-2029.

8. a) No demolition works to any building shall commence until a Demolition Management Plan (DMP), relating to that building, has been submitted to and approved, in writing, by the Local Planning Authority. The DMP shall contain details of:

- i) A plan of the defined working area;
- ii) The location height, design and fenestration of the site compound (if applicable) and any buildings within it;
- iii) The means of enclosure of the site compound;
- iv) The provisions to be made for the parking of contractors, site operatives, employees and visitors;
- v) The provision for wheel washing facilities;
- vi) Measures to control the emission of dust and dirt;
- vii) Any screening or hoarding; and
- viii) Hours of works.

b) Demolition works shall thereafter be carried out in accordance with the approved details.

Reason - To safeguard the amenity of occupiers of adjoining properties, highway and pedestrian safety, the character and appearance of the area and to prevent pollution in accordance with Policies LP10, LP46 and LP47 of the Gosport Borough Local Plan 2011-2029 and the NPPF.

9. No development in any phase, including demolition, shall commence until there has been submitted to and approved, in writing, by the Local Planning Authority for that phase:

(a) a desk top study documenting all the previous and existing land uses of the site and adjacent land in accordance with national guidance as set out in BS 10175:2011+A2:2017 - Investigation of potentially contaminated sites - Code of practice;

and unless otherwise agreed in writing by the Local Planning Authority,

(b) a site investigation report documenting the ground conditions of the site and

incorporating chemical and gas analysis identified as appropriate by the desk top study in accordance with BS10175:2011+A2:2017 - Investigation of potentially contaminated sites - Code of practice;

and, unless otherwise agreed in writing by the Local Planning Authority,

(c) a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include nomination of a competent person to oversee the implementation of the works;

and, unless otherwise agreed in writing by the Local Planning Authority,

d) a detailed scheme of verification of the information and evidence that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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 Policy LP47 of the Gosport Borough Local Plan 2011-2029.

10. No phase of development hereby permitted shall be occupied or brought into use until there has been submitted to the Local Planning Authority verification by the competent person approved under the provisions of condition 7(c) that any remediation scheme required and approved under the provision of condition 7(c) for that phase has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Local Planning Authority). Unless otherwise agreed in writing by the Local Planning Authority such verification shall comprise:

a) as built drawings of the implemented scheme

b) photographs of the remediation works in progress

c) certificates demonstrating that imported and/or material left in situ is free of contamination.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under condition 7(c).

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 Policy LP47 of the Gosport Borough Local Plan 2011-2029.

11. a) If, during development of a phase, contamination not previously identified is found to be present at the site of that phase then no further development or site clearance associated with that phase 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.

b) Development shall thereafter proceed in accordance with the approved remediation strategy.

c) The development shall not be occupied or brought into use until details verifying that any remediation scheme required and approved under the provisions of part a) of this condition has been implemented has been submitted to and agreed, in writing, by the Local Planning Authority.

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 Policy LP47 of the Gosport Borough Local Plan 2011-2029.

12. No residential accommodation hereby permitted shall be occupied until a water efficiency calculation in accordance with the Government's National Calculation Methodology for assessing water efficiency in new dwellings has been undertaken which demonstrates that no more than 110 litres of water per person per day shall be consumed by occupiers of that residential accommodation, and this calculation has been submitted to and approved, in writing, by the Local Planning Authority.

Reason: To prevent increased discharge of nitrogen into the water environment of European designated nature conservation sites in The Solent to comply with the Conservation of Habitats and Species Regulations 2017 and Policies LP42 and LP44 of the Gosport Borough Local Plan 2011-2029.

13. a) No development within any phase shall commence until a Construction Environment Management Plan (CEMP) for that phase of works has been submitted to and approved, in writing, by the Local Planning Authority. The CEMP shall include details of all measures designed to protect on-site and off-site ecological features and should clearly identify roles and responsibilities for implementing the approved strategy.

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

Reason - To conserve and enhance biodiversity in accordance with the Conservation Regulations 2010, the Wildlife & Countryside Act 1981, the Natural Environment and Rural Communities Act 2006, National Planning Policy Framework and with Policy LP44 of the of the Gosport Borough Local Plan 2011-2029.

14. a) No development with any phase of development hereby permitted shall commence until a Construction and Traffic Management Plan for that phase, to include (but not be limited to) details of:

- a method statement for control of dust and emissions from construction and demolition;
- an assessment and method statement for the control of construction noise for the site specifying predicted noise levels, proposed target criteria, mitigation measures and monitoring protocols, the timing of deliveries;
- the provision to be made on site for contractor's parking, construction compound, site office facilities, construction traffic access, the turning and loading/off-loading of delivery vehicles within the confines of the site, wheel wash facilities, lorry routeing from the strategic road network; and
- a programme of works

has been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be carried out in accordance with the approved Construction and Traffic Management Plan for as long as construction is taking place at the site.

Reason - In the interests of the safety and convenience of users of the surrounding highway network and to comply with Policy LP46 of the Gosport Borough Local Plan, 2011-2029.

15. a) No construction above slab level of any of the new building hereby permitted shall commence until a schedule and samples of all external facing and roofing materials to be used for the that building has been submitted to and approved, in writing, by the Local Planning Authority.

b) Each new building shall, unless otherwise agreed in writing by the Local Planning Authority, thereafter be implemented in accordance with the agreed materials and details.

Reason - To ensure that the external appearance of the development is satisfactory, and to comply with Policies LP10, LP11 and LP12 of the Gosport Borough Local Plan 2011-2029.

16. a) No construction above slab level of each new residential building hereby permitted shall commence until the detailed design and finish of key architectural features such as eaves, balconies, entrances, windows/doors at a 1:20 scale (or such other appropriate scale as may be agreed) relating to that building have been submitted to and approved, in writing, by the Local Planning Authority.

b) The construction of each new residential building shall, unless otherwise agreed in writing by the Local Planning Authority, thereafter be carried out in accordance with the approved details.

Reason - To ensure that the external appearance of the development is satisfactory, and to comply with Policies LP10, LP11 and LP12 of the Gosport Borough Local Plan 2011-2029.

17. a) The construction above slab level of any phase of the development hereby permitted shall not commence until a schedule and details of all surface treatments and finishes, hard landscaping and floorscape treatments relating to that phase of the development have been submitted to and approved, in writing, by the Local Planning Authority.

b) No building within any phase of the development shall be occupied until the hard landscaping within that phase has been completed in accordance with the agreed materials and details.

Reason - To ensure that the external appearance of the development is satisfactory, and to comply with Policies LP10, LP11 and LP12 of the Gosport Borough Local Plan 2011-2029.

18. a) No phase of the development hereby permitted shall be occupied until a detailed soft landscaping scheme for that phase, which shall specify species, planting sizes, spacing and density / numbers of trees / shrubs to be planted; the phasing and timing of planting; a detailed scheme of ground preparation and maintenance for planting areas, and provision for its future maintenance, has been submitted to and approved, in writing, by the Local Planning Authority.

b) The approved soft landscaping shall be carried out in the first planting and seeding season following the first occupation of any building within a phase of the development, or the completion of that phase of the development, whichever is the sooner.

c) Any trees or plants which, within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of the same species, size and number as originally approved.

Reason - In the interests of amenity and the appearance of the locality, and to comply with Policies LP10 and LP12 of the Gosport Borough Local Plan 2011-2029.

19. No part of any phase of the development hereby permitted shall be occupied until boundary treatments relating to that phase have been provided in accordance with a scheme detailing the type, alignment, height, appearance, materials / finishes of any boundary treatment or other gate / fence / railing / barrier / bollard or similar means of enclosure that shall previously be submitted to and approved, in writing, by the Local Planning Authority.

Reason - To ensure that the external appearance of the development is satisfactory, and to comply with Policies LP10, LP11 and LP12 of the Gosport Borough Local Plan 2011-2029.

20. a) No part of any phase shall be occupied until arrangements to secure an on-site Transport Infrastructure Management Plan for that phase have 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 for all existing and proposed internal road hierarchy, proposed cycleways, footways and footpaths (the 'on-site Transport Infrastructure') that are not to be offered up for adoption by the Local Highway Authority.

b) The on-site Transport Infrastructure shall thereafter be managed and maintained in accordance with the relevant approved on-site Transport Infrastructure Management Plan.

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 in accordance with Policies LP22 and LP23 of the Gosport Borough Local Plan 2011-2029.

21. a) No part of any phase of development hereby permitted shall be occupied or brought into use until areas for the parking, turning, loading and unloading of vehicles associated with that phase of development have been provided in accordance with a scheme that shall have been submitted to and approved, in writing, by the Local Planning Authority.

b) The parking, turning and loading areas shall thereafter be retained and kept available at all times for these purposes.

Reason - In the interests of highway safety and to ensure adequate car parking, loading and unloading facilities are provided and retained, and to comply with Policies LP10 and LP23 of the Gosport Borough Local Plan 2011-2029.

22. a) No phase of the development hereby permitted shall be occupied until a detailed parking management plan for that phase has been submitted to and approved, in writing, by the Local Planning Authority. The parking management plan shall include (but not be limited to) details of the measures to allocate, manage and enforce the use of individual vehicle parking spaces by both occupiers of and visitors to the site and, for phases residential development, to include details of the car club scheme parking allocations and operation.

b) All approved car parking and management arrangements shall thereafter be maintained.

Reason - To ensure that adequate car parking provision is provided and retained in accordance with Policies LP10 and LP23 of the Gosport Borough Local Plan 2011-2029 and the adopted Parking SPD.

23. a) No part of any phase of the development hereby permitted shall be occupied until secure and weatherproof long-term cycle storage facilities and secure short stay cycle parking facilities serving that phase have been provided in accordance with a detailed scheme that shall previously have been submitted to and approved, in writing, by the Local Planning Authority.

b) The approved facilities shall thereafter be retained and kept available for that purpose.

Reason - To ensure adequate provision for and to promote and encourage cycling as an alternative to use of the private motor car in accordance with Policies LP10 and LP23 of the Gosport Borough Local Plan 2011-2029.

24. a) No part of any phase of the development hereby permitted shall be occupied until facilities for the storage and collection of refuse and recyclable materials generated by that phase have been provided in accordance with a detailed scheme that shall previously have been submitted to and approved, in writing, by the Local Planning Authority.

b) The approved facilities shall thereafter be retained and kept available for that purpose.

Reason - To ensure that adequate provision is made for the storage of refuse and recyclable materials and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

25. a) No construction shall take place in any phase until a detailed surface water drainage scheme for that phase, based on the principles within the Environmental Statement, has been submitted and approved, in writing, by the Local Planning Authority. The submitted details should include (but not be limited to):

i. A technical summary highlighting any changes to the design from that within the approved Environmental Statement.

ii. Groundwater monitoring to determine the peak groundwater levels during winter, taking consideration of the possible tidal influence on groundwater levels.

iii. Detailed drainage plans to include type, layout and dimensions of drainage features including references to link to the drainage calculations.

iv. Detailed drainage calculations to demonstrate existing runoff rates are not exceeded and there is sufficient attenuation for storm events up to and including the 1:30 + climate change and 1:100 + climate change.

v. Evidence that urban creep has been included within the calculations.

vi. Confirmation that sufficient water quality measures have been included to satisfy the methodology in the Ciria SuDS Manual C753.

vii. Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria.

b) No development within any phase shall be first occupied or brought into use until the surface water drainage infrastructure for that phase has been provided in accordance with the details approved pursuant to part a) of this condition.

Reason: To ensure that adequate and appropriate drainage infrastructure is provided to minimise the potential for flooding and to ensure that any surface water drainage arrangements do not harm groundwater resources in line with paragraph 174 of the NPPF and in accordance with Policy LP45 of the Local Plan.

26. a) No dwelling in any phase shall be occupied until details for the long term maintenance arrangements for the surface water drainage system serving that phase has been submitted to and approved, in writing, by the Local Planning Authority. The submitted details shall include (but not be limited to):

- i. Maintenance schedules for each drainage feature type and ownership;
- ii. Details of protection measures.

b) The surface water drainage system shall thereafter be managed in accordance with the approved details.

REASON: To ensure that adequate and appropriate drainage infrastructure is provided to minimise the potential for flooding in accordance with Policy LP45 of the Local Plan.

27. a) No construction shall take place in any phase, until details of the method of any piling or foundation excavations have been submitted to and approved, in writing, by the Local Planning Authority.

b) Any piling works or deep foundation using penetrative methods shall only be carried out in accordance with the approved details.

Reason: To ensure that no areas of contamination that may be present on this site are mobilised by the use of piling or deep foundation using penetrative methods and which could impact on groundwater resources beneath the site and to comply with paragraph 174 of the NPPF and Policy LP47 of the Gosport Borough Local Plan 2011-2029.

28. a) No solar panels shall be installed on any building until details of the size, siting, profile, appearance and finish of the panels to be installed on that building have been submitted to and approved, in writing, by the Local Planning Authority.

b) Any solar panels shall thereafter be installed in accordance with the approved details and retained in that state.

Reason: To ensure that any solar panels are installed so as to minimise their impact on the character and appearance of the Conservation Area and the operations of the adjacent airfield in accordance with Policies LP5, LP10 and LP12 of the Local Plan.

29. a) No phase of development shall commence until:

i) a Written Scheme of Investigation for that Phase has been submitted to and approved, in writing, by the Local Planning Authority; and

ii) the implementation of a programme of archaeological assessment and mitigation in accordance with the Written Scheme of Investigation approved pursuant to part a) i) of this condition has been agreed in writing by the Local Planning Authority and has been secured.

b) The development shall, unless otherwise agreed, in writing, by the Local Planning Authority, thereafter be carried out in accordance with the approved programme of archaeological assessment and mitigation.

c) The development shall, unless otherwise agreed in writing by the Local Planning Authority, not be occupied until a report interpreting the results of the archaeological fieldwork has been produced, and submitted to the Local Planning Authority, in accordance with an approved programme including where appropriate post-excavation assessment, specialist analysis and reports, publication and public engagement.

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, 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, 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 LP13 of the Gosport Borough Local Plan 2011-2029.

30. No building shall be demolished until a Level 3 recording in accordance with Historic England's Guide to Good Recording Practice (or any other equivalent methodology as may be agreed in writing by the Local Planning Authority) for that building has been carried out and has been submitted to the Local Planning Authority and to the Hampshire County Historic Environment Record.

Reason. To preserve the sites historic integrity and to provide an accurate record of heritage assets in accordance with Policy LP11 and LP12 of the Gosport Borough Local Plan 2011-2029.

31. a) i) Development within any phase shall not commence until a Skills & Employment Plan covering the construction of that phase of development has been submitted to and approved, in writing, by the Local Planning Authority.

ii) The development shall thereafter be constructed in accordance with the Skills & Employment Plan approved pursuant to part a) i) of this condition.

b) i) No part of the commercial, industrial or employment generating development hereby permitted shall be occupied or brought into use until a Skills & Employment Plan covering the operation of that part of the development has been submitted to and approved, in writing, by the Local Planning Authority.

b) The development shall thereafter be operated in accordance with the Skills & Employment Plan approved pursuant to part b) i) of this condition.

Reason - To promote and secure training opportunity to improve the skills of the local population in accordance with Policy LP17 of the Gosport Borough Local Plan, 2011-2029.

32. a) No commercial or industrial development shall be occupied or brought into use until:

i) details of noise mitigation, extraction and ventilation equipment (including noise and odour mitigation measures) to be installed to mitigate operations within the building have been submitted to and approved, in writing, by the Local Planning Authority; and,

ii) The noise mitigation, extraction and ventilation equipment approved pursuant to part a)i) of this Condition have been installed in accordance with the approved details.

b) The extraction and ventilation equipment shall thereafter be retained

Reason - To ensure that the proposal does not result in unacceptable noise, air or odour pollution in accordance with Policy LP46 of the Gosport Borough Local Plan 2011-2029.

33. The development hereby granted Outline planning permission shall not extend to any more than the following:

- up to 10,723 square metres of employment and industrial floorspace within Use Classes B2, B8 and E(g)(iii);

- up to 5,281 square metres of office and commercial floorspace within Use Class E (g)(i);

- up to 349 square metres of retail floorspace within Use Class E(a);

- up to 1,200 square metres of food/beverage floorspace within Use Class E(b) or as a public house;

- up to 4,485 square metres of museum floorspace within Class F1(c)

- up to 7,980 square metres of hotel floorspace within Class C1; and,

- up to 222 square metres of community floorspace within Class F2(b).

Reason - To control the quantum of development to ensure that the development generates employment and economic benefits in accordance with Policy LP5 of the Gosport Borough Local Plan 2011-2029.

34. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order amending, revoking or re-enacting that Order with or without modification), the buildings hereby permitted for purposes within Classes E(g), B2 and B8 as described in the Schedule to The Town and Country Planning (Use Classes) Order 1987 (as amended) shall only be used for purposes falling within these Use Classes.

Reason - In order to safeguard the continued use of the site for employment purposes and to comply with Policies LP5 and LP16 of the Gosport Borough Local Plan 2011-2029.

35. a) No part of any phase of development shall be occupied or brought into use until

i) details of biodiversity enhancement measures have been submitted to and approved, in writing, by the Local Planning Authority; and,

ii) unless otherwise agreed in writing by the LPA, the approved biodiversity enhancement measures have been provided.

b) The approved biodiversity enhancement measures shall thereafter be retained.

Reason - To conserve and enhance biodiversity in accordance with the Conservation Regulations 2010, the Wildlife & Countryside Act 1981, the Natural Environment and Rural Communities Act 2006, National Planning Policy Framework and with Policy LP44 of the of the Gosport Borough Local Plan 2011-2029.

36. a) No development shall commence in any phase until the tree protection measures for that phase as set out in the Arboricultural Impact Assessment (Arbor-Eco Consultancy, December 2022) have been provided.

b) The approved tree protection measures shall be retained until that phase of the development is substantially complete, or their removal is agreed in writing by the Local Planning Authority.

Reason - To ensure the important trees on the site are safeguarded and protected during development in accordance with Policies LP10 and LP41 of the Gosport Borough Local Plan, 2011-2029.



**ITEM NUMBER: 02.**  
**APPLICATION NUMBER: 23/00062/LBA**  
**APPLICANT: Patron Daedalus Limited & Homes England**  
**DATE REGISTERED: 24.02.2023**

**CASE OFFICER:**  
**Simon Barnett**

**LISTED BUILDING APPLICATION - INTERNAL AND EXTERNAL ALTERATIONS TO FACILITATE CONVERSION TO FORM 9 DWELLINGS (CONSERVATION AREA)  
Building 91 (Dining Rooms And Cookhouse) Former HMS Daedalus Lee-On-The-Solent Hampshire**

***The Site and the proposal***

1. The application site is located within the 'Waterfront' area of the former HMS Daedalus and forms part of a wider development site then subject of an associated hybrid mixed use planning application. This application relates to the Grade II Listed former Dining Rooms and Cookhouse (also known as Building 91) that is located at the northern end of Barracks Square. The site is flanked to the north by Implacable Road with the open central area of Barracks Square to the South. The site is located at the northern end of the Daedalus Conservation Area.

2. The former Dining Rooms and Cookhouse, is the focal point and sole listed building (Grade II) within Barracks Square (Character Area 3 of the Daedalus Conservation Area). The building dates to the base's expansion in the 1930's when it became the headquarters of Coastal Command and is a significant part of the formal composition of this key historic phase. Originally built as in a compact 'H' shape with porch, the building was quickly expanded in 1939 with two large rooms at right angles and a new kitchen across the rear side to meet the anticipated wartime growth of the station. The neo-classical architectural style of the building was carried through into these extensions, maintaining the strong architectural composition of Daedalus Square. The range to the rear is however more utilitarian in character and partly masks the pedimented features of the original north elevation of the building. Some further accretions were added in the latter part of the twentieth century, which are not of interest.

3. Internally, the building retains little fabric of interest, a steel framed lantern over the entrance hall, and original trusses are visible in the dining areas, which remain as single volume spaces. The rear sections have housed the kitchens and so been regularly upgraded over time and consists of modern finishes.

4. This application seeks Listed Building Consent to demolish the more recent extensions and additions to the building and to convert the retained, historically significant, elements of the building to form nine dwellings. Internally the building would be divided up to provide one 4-bed, four 3-bed, two 2-bed and two 1-bed dwellings. Externally the utilitarian additions to the rear (north) of the building would be removed and this elevation would be repaired and made good. To the front (south) two small hipped roof projections would be removed and made good. Existing window openings would be enlarged to enable separate doors to be provided to each dwelling.

***Relevant Planning History***

23/00061/OUT - hybrid mixed-use development comprising full planning application for (i) demolition of some existing buildings, (ii) erection of 14,842 sq.m employment and industrial floorspace (use classes E.g.iii, B2 and B8) gia, (iii) conversion of existing buildings to form 30 dwellings (use class C3), (iv) erection of 102 dwellings (use class C3), (v) the provision of associated vehicular and pedestrian accesses, car parking, hard and soft landscaping, tree works, open space and associated infrastructure and outline application for (vi) demolition of buildings, up to 214 dwellings in new and converted buildings (use class C3), up to 48 retirement/care apartments (use class C2/C3), up to 17,553 sq.m gia of commercial floorspace to provide a range of uses including employment and industrial, offices, food & beverage, retail and micro-brewery floorspace (use classes B2, B8, E.a, E.b, E.g.i and E.g.iii/sui generis), up to 7,980 sq.m gia hotel floorspace (use class C1), up to 4,485 sq.m gia of museum floorspace (use class F1.c), up to 222 sq.m gia community use floorspace (use

class F2.b) and associated vehicular and pedestrian accesses, car parking, hard and soft landscaping, tree works, open space and associated infrastructure (with all matters reserved) - under consideration

### **Relevant Policies**

Gosport Borough Local Plan 2011 – 2029:

LP11 Designated Heritage Assets including Listed Buildings, Scheduled Ancient Monuments and Registered Historic Parks & Gardens

Supplementary Planning Documents:

Gosport Borough Council Daedalus: Supplementary Planning Document: September 2011

National Planning Policy Framework (NPPF), July 2021

Particular obligations fall upon the Local Planning Authority in determining any application which might affect a listed building or its setting or a Conservation Area. Section 66 of The Planning (Listed Buildings and Conservation Areas Act) 1990 (as amended) places a duty on the authority to have "special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses". Section 72 of the same Act requires that the authority pay: "special attention to the desirability of preserving or enhancing the character or appearance of a conservation area".

### **Consultations**

Historic England	Support the application on heritage grounds.
Joint Committee Of The National Amenity Societies	20th Century Society: Do not wish to comment.
The Gosport Society	No objection.

### **Response to Public Advertisement**

1 representation has been received raising no objection to this application.

### **Principal Issues**

1. The sole issue to be considered in the determination of this application are the impact of the proposals on the Listed Building, having special regard to the desirability of preserving the buildings and any features of special architectural or historic interest which it possesses.

2. Removing the earlier extensions to the rear of the building would cause a degree of harm, in that the fabric dates from the 1930s, eroding the visual evidence of this important phase in the building's history. However, the justification for its removal, would offer some benefit in better revealing the significance of the original design intent of Building 91, and the resulting appearance of the building would be sensitive to that. The current visual experience of the rear of the building is somewhat discordant, with the rear kitchen range cutting across the original building rear elevation at close range. Given that the external significance of the building primarily lies in the quality of the original phase and the south elevation onto Barracks Square, removing these lesser extensions is considered to enhance its significance overall. Furthermore, the removal of these extensions would enable resident parking and private gardens to be provided thereby keeping Barracks Square as an open communal space.

3. The conversion would subdivide the three dining rooms into domestic accommodation. Collectively this would erode, to a degree, the ability to understand the original plan form, function and evolution of this important heritage asset, which would cause harm to its significance in heritage terms.

4. National planning policy in paragraph 199 of the NPPF, makes it clear that '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 with paragraph 200 setting out that 'any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.'

5. The loss of some historic fabric and the removal of some of the evidence of the pre WWII phase of the evolution of the building would cause a small degree of harm to the significance of Building 91, as a listed building, and the wider conservation area. However, this harm would be very less than substantial. The application provides clear justification for the removal of the rear extensions, as it would enable the resident's private amenity space and parking to be accommodated to the north of the building. This would keep Barracks Square, the focal point of this character area, a pedestrian zone, that is clear from vehicular movement, parking, waste disposal facilitates, and associated domestic infrastructure. The alternative would likely see that infrastructure creep into Barracks Square, which it is considered would be a more harmful proposition. Furthermore, returning the north elevation closer to its original appearance, and improving the visual coherence of the building as a whole, would be a heritage benefit of the scheme.

6. Overall, it considered that the scheme has been conceived in order to minimise heritage harm to the significance of the heritage asset, as is required by the NPPF. The remaining limited and less than substantial harm must be balanced by the accruing public benefit, including heritage benefits. In this respect, the proposed conversion would entail substantial heritage benefits by securing a viable use for the long-term conservation of this Listed Building and as such complies with Policy LP11 of the Local Plan.

Equalities Impact Assessment: No Implications

### **RECOMMENDATION: Grant Listed Building Consent**

#### **Subject to the following condition(s):-**

1. The works hereby consented must be begun within a period of three years beginning with the date on which this consent is granted.

Reason - To comply with Section 18 of the Planning (Listed Buildings and Conservation Area) Act 1990 (as amended).

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

238-DAE-02-0008 - Site Location Plan;  
 238-DAE-02-1000 - Cookhouse - Existing Ground Floor Plan;  
 238-DAE-02-1001 - Cookhouse - Existing Roof Plan;  
 238-DAE-02-1030 - Cookhouse - Existing Sections;  
 238-DAE-02-1060 - Cookhouse - Existing Elevations;  
 238-DAE-02-1100 - Cookhouse - Proposed Ground Floor Plan;  
 238-DAE-02-1101 - Cookhouse - Proposed Roof Plan;  
 238-DAE-02-1200 - Cookhouse - Proposed Sections; and,  
 238-DAE-02-1300 - Cookhouse - Proposed Elevations.

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policy LP11 of the Gosport Borough Local Plan 2011-2029.

3. a) No works shall be carried out until details of the specification for the lime mortar to be used has been submitted to and agreed, in writing, by the Local Planning Authority.

b) The alterations and repairs to brickwork shall be carried out utilising matching materials, brick bond and jointing details using the lime mortar specification approved pursuant to part a) of this condition.

---

Reason - To ensure that the development would not harm the special historic or architectural interest of the Listed Building and to comply with Policy LP11 of the Gosport Borough Local Plan, 2011 - 2029.

4. No works shall be carried out until:

- i) samples of all new external facing materials;
- ii) details of external surfaces and hard landscaping; and,
- iii) details of all external finishes (to include, but not be limited, to the colour of windows doors, timber eaves, downpipes);

have been submitted to and approved, in writing, by the Local Planning Authority.

b) The works shall thereafter be carried out in accordance with the approved details.

Reason - To ensure that the development would not harm the special historic or architectural interest of the Listed Building and to comply with Policy LP11 of the Gosport Borough Local Plan, 2011 - 2029.

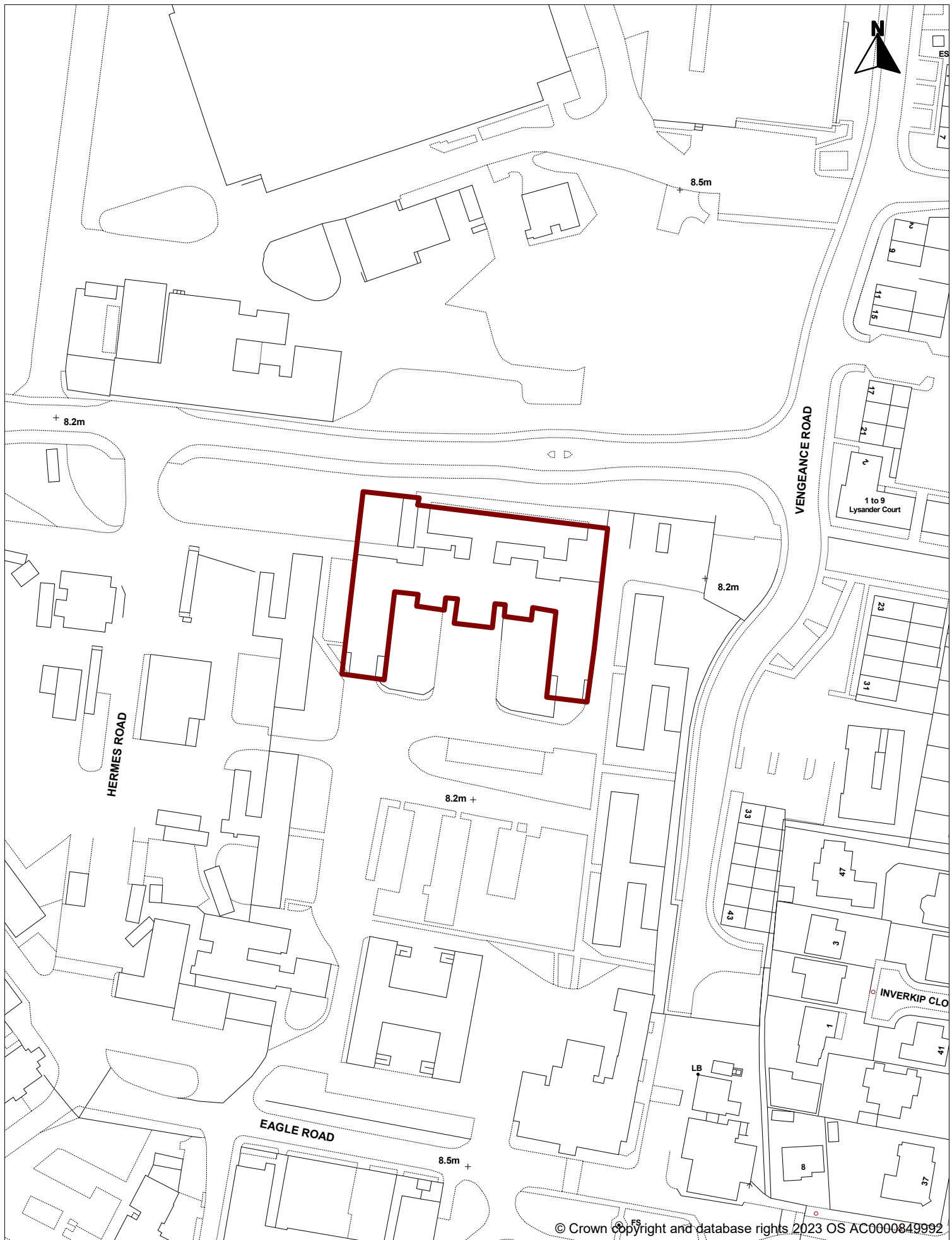
5. No works pursuant to this consent shall be carried out until a full photographic record of the areas of the building affected by the alterations has been undertaken and submitted to the Local Planning Authority.

Reason. To preserve the sites historic integrity and to provide an accurate record of heritage assets in accordance with Policy LP11 and LP12 of the Gosport Borough Local Plan 2011-2029.

6. a) No works to any windows or doors shall be carried out until details of all new windows, doors and any other openings, including horizontal and vertical sections at a scale of 1:5 and elevations at a scale of 1:10, shall have been submitted to and approved, in writing, by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the approved details.

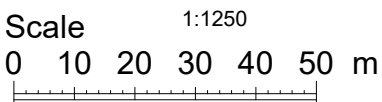
Reason - To ensure that the development would not harm the special historic or architectural interest of the Listed Building and to comply with Policy LP11 of the Gosport Borough Local Plan, 2011 - 2029.



© Crown Copyright and database rights 2023 OS AC0000849992



DATE : 13/10/2023



If this map has been transmitted electronically, use the scale bar in preference to the written scale

You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-license, distribute, or sell any of this data to third parties in any form.

23/00062/LBA