

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

**24th July 2024**

### **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. An index of planning applications within this schedule can be found overleaf, together with a summary of each recommendation.

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01.	3 - 11/1	24/00014/FULL	Land Adjacent 90 Green Crescent Gosport Hampshire PO13 0DS	Grant Permission subject to Conditions

**ITEM NUMBER: 01.**  
**APPLICATION NUMBER: 24/00014/FULL**  
**APPLICANT: Mr Nicolas Gillanders South Coast Insulation Services Ltd**  
**DATE REGISTERED: 07.02.2024**

**CASE OFFICER:**  
**Mark Bridge**

**ERECTION OF 2NO. DWELLINGS WITH ASSOCIATED EXTERNAL WORKS AND ACCESS (ALTERNATIVE PROPOSAL TO PLANNING PERMISSION 19/00235/FULL) (as amended by plans received 28.03.24 and 01.07.24)**  
**Land Adjacent 90 Green Crescent Gosport Hampshire PO13 0DS**

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

1. The application site is a rectangular plot located in the north western corner of Green Crescent and an area of hard surfacing and verge extending to Green Crescent itself. The site is currently empty, albeit there are overgrown shrubs and brambles across parts of the site. Pedestrian access to the site is available via Green Crescent, between numbers 88 and 90 Green Crescent, and this also provides vehicular access, to these two adjacent properties, extending up to the boundary of the site, but not into it. The site's vehicular access is available from the northern end of the site, via a service road that runs to the rear of 66-88 Green Crescent and north towards Beauchamp Avenue.

2. Directly adjoining the site are two pre-fabricated garage blocks, each comprising 3no. garages. The garages are approximately 2.4 metres high and accessed from the rear service roads noted above. The locality is characterised by two-storey semi-detached and terraced properties. The application site is bordered on its southern side by number 90 Green Crescent. This property is the northern half of a pair of two storey, semi-detached dwellings constructed from red brick under a tiled pitched roof. The property has a rear garden approximately 15 metres long which runs parallel to the application site. Along the northern boundary of the garden, adjacent to the development site, is a brick wall. The wall extends the entire length of the plot at approximately 1.8m, stepping down to approximately 1.5 metres in height at the front boundary of the dwelling. The property has doors and windows on its northern elevation facing onto the application site, including a number that are obscure glazed. The property has a short front driveway, set behind double metal gates. Immediately to the west of the application site are the rear garden boundaries of numbers 86-92 Rowner Lane, which are two-storey, semi-detached dwellings with rear gardens approximately 15-20 metres long. Some of the properties have rear additions and free standing buildings within the rear gardens. Beyond the service road to the north are the rear gardens of the two-storey dwellings fronting both Green Crescent and Rowner Lane. Adjacent to the eastern boundary of the site there is a footpath linking the service road to Green Crescent. Beyond the footpath is number 88 Green Crescent, the western half of a pair of two-storey semi-detached properties. The dwelling has a ground floor bay window on the front elevation with a single storey extension on the western elevation. In front of the side extension is a short length of hardstanding, which provides one parking space. There are 2 first floor windows in the side elevation facing onto the application site, both of which are obscure glazed.

3. Planning permission was granted in December 2022, under reference 19/00235/FULL, for the erection of a pair of two-storey houses with associated parking and access from Green Crescent between numbers 88 and 90. This application relates to an alternative proposal for a pair of two-storey semi-detached houses.

4. Amended plans have been provided which change the proposed materials and alter and introduce additional fenestration. The houses would be sited 4.2m from the boundary with number no.90 and 11m from the boundary with no.88. They would be approximately 8.7m deep and 12.5m wide and have mono-pitched roofs with gables facing east and west and a flat roof area on the south side at a height of 5.5m. The overall roof height would be 7.6m to its highest point. The accommodation is proposed with bedrooms within the ground floor and the other living accommodation at first floor. The revisions now show a single window serving the upper floor is proposed on the east (front) facing elevation, with two windows on the rear at first floor level. There are no first floor windows on the side elevations. The ground floor comprises a single window to the east (front), entrance doors to the side elevations and larger sliding doors/windows to the bedrooms at the rear. The applicant indicates that these properties have been designed to be

highly sustainable and the materials are indicated as being brick to the ground floor with timber cladding to the first floor. Solar panels would be situated on the south facing roof slopes.

5. Tandem parking for two vehicles would be provided along the sides of the properties, and projecting forward of the front elevation. The properties would have 10.5m deep rear gardens, incorporating bin and cycle storage, potentially with green roofs. The area in front of the properties would be used for manoeuvring of vehicles and the revised plans indicate tracking for cars. Following comments on the original and amended plans a further set of revisions were received to amend the entrance point width and re-provide the brick safety barrier indicated on the original approval. Additionally a timber panel fence, over a wall is indicated to the boundary with the footpath. The safety barrier would change to a wall and railing, which would then turn through 90 degrees, extending into the accessway adjacent to number 88, to direct pedestrians around the footpath, rather than directly crossing the vehicular access. The vehicular access is indicated as 2.83m at this point leaving an approximately 1.4m wide path opposite the side boundary of number 88. As part of the proposals it would be necessary to re-align and extend the dropped kerb to Green Crescent and re-position an existing lamp column.

6. The main differences to the previously approved scheme relate to the external appearance and internal arrangement of the houses, with the bedrooms now at ground floor level, and living accommodation over. The other parts of the development are largely similar, albeit some changes to the position of refuse and cycle storage and boundary treatment are indicated.

### **Relevant Planning History**

- K.14416 - erection of 3no. terraced houses - withdrawn 02.09.94
- K.14416/1 - erection of two pairs of semi-detached dwellings - Regulatory Board resolved to grant planning permission at meeting on 15.01.08 - withdrawn 14.02.08
- K.14416/2 - erection of two pairs of semi-detached dwellings - withdrawn 30.04.08
- K.14416/3 - erection of 5no. dwellings with associated amenity space and parking - Application deferred from Regulatory Board pending ecology survey
- 19/00235/FULL - erection of 2no. two-storey houses, with associated car parking and access - permitted 08.12.22

### **Relevant Policies**

Gosport Borough Local Plan 2011 – 2029:

- LP1 Sustainable Development
- LP2 Infrastructure
- LP3 Spatial Strategy
- LP10 Design
- LP23 Layout of Sites and Parking
- LP24 Housing
- LP39 Water Resources
- LP42 International and Nationally Important Habitats
- LP44 Protecting Species and Other Features of Nature Conservation Importance
- 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
- Solent Special Protection Areas Gosport Bird Disturbance Mitigation Protocol April 2018

National Planning Policy Framework (NPPF), September 2023

### **Consultations**

Southern Water	The proposed development will lie over an existing public sewer, which will not be acceptable to Southern Water. The
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exact position of the public apparatus must be determined on site by the applicant before the layout of the proposed development is finalised.

It might be possible to divert the sewer, so long as this would result in no unacceptable loss of hydraulic capacity, and the work was carried out at the developer's expense. Southern Water requests that if consent is granted, a condition is attached to the planning permission to agree the measures which will be undertaken to divert the public sewers, prior to the commencement of the development.

Streetscene Cleansing	Waste &	No objection. Bin requirements would be 2x240 litre wheeled GBC bins, per property. Bins to be presented kerb-side Green Crescent, to facilitate collections.
HCC Ecology		No objection. Given the urban setting it is considered that the avoidance measures and enhancements, within the Assessment are acceptable and should be secured by condition. In addition, to avoid impacts to the Solent designated sites, nitrate and recreational pressure mitigation strategies are required.
Hampshire Rescue Service	Fire And	No objection. Access and facilities for Fire Service Appliances and Firefighters should be in accordance with Approved Document B5 of the current Building Regulations.
Building Control		Please be aware there is a public sewer running across the site of this proposal. Southern Water Authority should be consulted at this stage. No drainage layout shown on submitted plans.  Ground floor bedroom 3 in each dwelling will require a window suitable for means of escape where the first floor living accommodation is open plan to the stairs.  Provision for EV charging is to be provided.
Environmental Health		No objection.
Property Services		No response received.
Local Highway Authority		No objection to the current proposals and the Highway Authority note that the proposed access is the same as the access for planning application 19/00235/full in which the Highway Authority had no objections to.  A subsequent agreement will need to be granted by HCC as Highway Authority to undertake the drop kerb works on the Highway.
HCC Landscape Planning & Heritage		No objection. I do not wish to raise any archaeological issues.

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

12 letters of objection (to original plans)

Issues raised:

- increased parking to an already crowded and limited parking area in the Crescent
- parking issues acknowledged due to refusal to provide disabled space
- proposed access is in breach of HCC Highways guidance and should be reviewed

- possibility of limiting access to service road at the back of our properties
- lack of visitor parking
- pedestrian paths should be a minimum of 1.5m wide
- loss of tree
- impact on access to existing garages
- impact on existing wildlife
- impacts during construction
- a spring is located on the site and is always flooded due to it being a pond prior to the estate being built, currently overflowing into the alleys and road in Green Crescent
- the wall (safety barrier) separating the path to the site shown on the original plans have been removed from the new plans. government law states "As the owner or occupier of land with a public right of way across it, you must keep the route visible and not obstruct or endanger users"
- the drawings supplied do not accurate measurements on the plans as required, this is given a false image of the site
- the access to the land will fall below the minimum requirements set out by Hants Fire and Rescue table 15.2 and other emergency vehicles will not be able to access the site due to its restrictions
- the existing garages will have little to no room to manoeuvre due to lack of space
- the main sewer line for Green Crescent is under the planned development
- Commercial traffic to the site will be detrimental to the surrounding properties as the road ways are over 70 years old and not designed for this purpose
- request the team from the planning department make a site visit to see the issues and not rely on google earth especially the entrance to the site.
- boundary downgraded to a wooden fence which is not adequate
- the adjacent footpath has always been a right of way
- the arrangements with "upside down" houses would result in loss of privacy to neighbours
- design and use of metal cladding is inappropriate
- proposed metal cladding is reflective when the sun shines on it, with associated issues
- ownership of adjacent path etc need to be explored between the Council and Land Registry
- land has previously been used for fly-tipping which needs to be addressed

#### 5 letters of objection (to amended plans)

##### Issues raised:

- previous comments are still relevant
- the building is still unsightly
- loss of privacy, given internal layout with living accommodation at first floor
- sewer pipes will run under the proposals and existing sewer has been blocked on more than one occasion
- access is not ideal
- lack of parking will add to problems in the area
- proposed dwellings will block access to garages and request written documentation that this will not be the case
- safety wall previously approved and subject to condition 4, is not included in proposals
- boundary treatment downgraded to timber panel fence and could be damaged by vehicles manoeuvring
- access dimension of 3035 mm is not achievable with the minimum statutory footpath requirement of 1.5 m and would be below width of 2.75m for dropped kerb required by Hampshire Highways
- access cannot be considered as previously approved given the differences
- noise during construction
- impacts on wildlife
- only benefits developers, who clearly had not intention of building the previous garage permission
- impacts on property values

### **Principal Issues**

1. The application and amended plans have been advertised in accordance with the Council's Statement of Community Involvement using letters and site notices. Planning permission has not been granted for this development, which must be considered on its own merits, however, the previous planning permission for two houses on this site, in a similar arrangement, is a material consideration, in its determination. The previous application was the subject of a formal site visit by Councillors, ahead of its determination, and Officers have also visited the site on a number of

occasions. The potential impacts on property values are not a material planning consideration in the determination of this application. The submitted drawings are considered to be accurate and provide sufficient detail for planning purposes and to make a recommendation. Issues relating to covenants, ownership of adjacent land and private rights of way, including accessing the garages are private legal matters that cannot be considered in determining this application. There are no public rights of way adjacent to the site. A certain level of noise and disruption during the construction period is likely but if it becomes excessive, this can be dealt with under the Environmental Health legislation. The site is not located within a Flood Zone and any drainage issues, notwithstanding the comments on the sewer below, along with any potential spring would be considered at the Building Regulations stage for a development of this scale, along with fire access and protection measures, noting the Fire Authority has not raised objection. The redevelopment of the land would reduce the opportunity for fly-tipping that is indicated as occurring.

2. The site is located on Brownfield land within the urban area where the principle of residential development is acceptable, provided that the details accord with the relevant policies of the Gosport Borough Local Plan. As noted above, planning permission has been granted for two houses on the site and this remains extant, so could still be implemented. The main issues in this case are, therefore, the acceptability of the proposed development in terms of the differences between the extant permission and this alternative proposal, in terms of, impact on the visual amenity of the locality and the amenities of adjoining and prospective occupiers, whether adequate parking and access arrangements are proposed, along with acceptable provision for cycle parking, refuse storage and whether the development would have an impact on ecological interests.

3. The local area is characterised by two-storey semi-detached and terraced houses. Whilst the proposals offer an alternative approach, with the mono-pitch roofs and cladding to whole the first floor, they are still two-storey dwellings. The appearance is not dissimilar to some of the properties within The Links, located on the opposite side of Rowner Lane and relatively close to the site. The roof design and orientation also help with the provision of solar panels and the associated sustainability benefits this provides. The revisions have introduced additional fenestration to the upper floors, which would help to provide additional visual relief and interest, compared to the original iterations. There were concerns over the previously proposed metal cladding, however, this has now been replaced with timber cladding, which is a more appropriate material, used on many modern infill developments in Gosport and is acceptable in this location, where there are a wide variety of cladding materials. The proposed dwelling types are, therefore, appropriate to their context and the fact that the houses have bedrooms on the ground floor, would not be evident externally. The plots are essentially located in the same positions as the previously approved dwellings and as such reflect the established pattern of development in the locality. The loss of the small tree to be removed, has previously been accepted is not worthy of retention, and there are a number of other mature trees in the vicinity that make a more positive contribution to the visual amenity of the locality. Notwithstanding this, there is an area in front of the dwellings that could incorporate some soft landscaping to ensure the front of the site does not appear dominated by hard surfacing. The proposed parking spaces would be largely to the side of the dwellings, as previously approved, and the area to the front would, therefore, be largely open. Details of boundary treatment and landscaping would be secured by planning condition. Whilst it is accepted that this is an alternative design approach, the proposed development would comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029, in design terms.

4. The Council's adopted Design Supplementary Planning Document, indicates 21 m between facing habitable room windows (such as living or bedrooms) is advisable. At approximately 25m, the separation distances are considered to be adequate between windowed elevations of the existing dwellings to the west which front Rowner Lane, and the proposed houses. Whilst the upper floors would be used for living rooms, rather than bedrooms, such internal changes could be undertaken in any property without the need for permission and at this separation, would be acceptable and in line with the Council's guidance for new dwellings. Due to the length of the gardens of the properties to the north and the intervening garages it is considered that the proposal will not result in a loss of light to, or outlook from these properties. There are no first floor windows serving habitable rooms in the side elevations of the proposed dwellings and consequently no potential for overlooking from these elevations. The kitchen windows on the east elevations are proposed to be obscure glazed, which would be secured by planning condition, resulting in an

improved relationship from the previous approval. The principle of the relationships to the other properties has previously been accepted and given the siting of the dwellings, and for the reasons noted above, the dwellings would not result in harm to the occupiers of the neighbouring properties, in terms of loss of light, privacy or outlook. Vehicle movements associated with two dwellings has been accepted with the approval of the previous planning permission and would not have a harmful impact on the occupiers of neighbouring properties in terms of noise and disturbance. The size of the rear gardens is adequate and will provide a satisfactory level of amenity space for future occupiers and space for day to day storage of refuse bins and cycle storage, which would be secured by condition. There is space close to Green Crescent for refuse bins to be stored on collection day and these would be collected in the same way as the existing properties. Overall the proposals are considered to comply with Policies LP10 and LP46 in this respect.

5. As with the previous scheme the proposals make provision for 4 car parking spaces at a size that accords with the Parking Supplementary Planning Document (SPD) and provides adequate parking for the dwellings. The decision as to whether to provide on-street disabled spaces is a matter for the Local Highway Authority. No visitor spaces are indicated, as with the previous permission, where this was accepted. Notwithstanding the slight layout changes, adequate space is still available at the front of the dwellings to ensure that the parking spaces can be accessed in a safe and convenient manner, as demonstrated within the submission. The proposed access point to Green Crescent is already established and serves two existing properties, and as with the permitted scheme Hampshire Highways have assessed the proposals in the context of the existing situation and neighbours boundary treatment and has confirmed that it has sufficient width to allow safe entry and egress. The loss of a small area of verge, tree and repositioning of the lamp column are all in line with the existing approval. As with the existing planning permission, access to the adjacent garages would be maintained through the service road. As noted on the previous application, informal parking may take place on the site at present, however, the applicant would be within their rights to restrict access to prevent this, provided it does not interfere with existing established private rights of way and, therefore, falls outside of the Council's control. Whilst there may be some impacts on the highway during construction these would be for a limited period.

6. Given the position of the access and its relationship to the adjacent footpath, the proposals have been amended to clarify that measures will be provided, to ensure that there is adequate inter-visibility between vehicles entering/exiting the site and all other users of the footpath. That now proposed is very similar to the existing approval and although this would result in less than the optimal 1.5m width of path, this would only be at the pinch point between boundaries, and at this short distance, is acceptable. The provision of the low wall, with railing, adjacent to the footpath is an important safety feature that will give a clear delineation between the pedestrian and vehicular surfaces at the entrance and reduce the risk of pedestrians/cyclists from crossing the driveway at the point where it meets access to the site. The pedestrian gate from the footpath into the site would also enable pedestrians and vehicles to be separated. A condition to control the implementation of these safety measures, with full details of the proposed wall and fence is considered necessary. Subject to the conditions the development would make adequate provision for off-street parking and would not be detrimental to highway or pedestrian safety, in accordance with Policy LP23 of the Gosport Borough Local Plan 2011-2029.

7. There is no evidence that the site supports notable or endangered species and none are a threat as a result of the development. An updated ecology report was completed in 2024, and there are no notable differences to the habitats on site that indicate a further survey is required, before planning permission can be granted. Measures to provide the recommended biodiversity mitigation and enhancements would be secured by planning condition. The proposal will introduce additional dwellings which is likely to result in increased recreational activity on the coast and a consequential impact on the protected species for which the Portsmouth Harbour SPA, the Solent and Southampton Water SPA and the Chichester and Langstone Harbours SPA are designated. To address this impact, a contribution towards appropriate mitigation, in accordance with the Gosport Bird Disturbance Mitigation Protocol, is required. In this instance the appropriate mitigation contribution would be made prior to a decision being issued.

8. Natural England has 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.

9. The applicant has provided details of a scheme of mitigation involving the removal of land within the fluvial catchment from agricultural use, secured under the previous permission. The submitted details indicate that the mitigation would result in a reduction in nutrient input equivalent to the increase that would result from the occupation of the proposed development. These measures would be secured for this revised scheme, before a decision is issued, and would provide suitable mitigation such that the development would not cause harm to European and internationally designated protected sites. Measures limiting water usage within the property to 110ltr per person per day would be secured by condition. The development would, therefore, provide suitable mitigation, and would not cause harm to European and internationally designated protected sites and would provide suitable enhancements. The proposal would, therefore accord with Policy LP42 of the Gosport Borough Local Plan 2011-2029.

10. Concerns regarding the potential impacts on the existing sewer identified on the site are noted. Southern Water has been consulted on the application proposals and confirmed that they are satisfied that the imposition of a planning condition would address these concerns. Subject to this condition, it is considered that the proposals can adequately deal with this issue, in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

Equalities Impact Assessment: No Implications

**RECOMMENDATION: Grant Permission subject to the provision of mitigation in respect of the impacts on the water environment (nitrates) and**

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

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

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

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

2303\_P\_01 A; 2303\_P\_02D; 2303\_P\_03 C; 2303\_P\_04 C; 2303\_P\_05 A

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.

3. a) No development shall commence until a scheme to divert, the existing sewer within the site, including a timetable for the measures to be carried out, 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 scheme and timetable.

Reason - To protect existing services from the development and to comply with the National Planning Policy Framework and Policies LP10, LP39 and LP47 of the Gosport Borough Local Plan, 2011-2029.

4. a) Construction above slab level shall not commence until details, including samples of all external facing and roofing materials 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 external appearance of the development is satisfactory, and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

5. a) Notwithstanding the submitted details, construction above slab level shall not commence until details of the proposed boundary wall and railing to provide a traffic/pedestrian safety feature

at the entrance to the site shall be submitted to and approved, in writing, by the Local Planning Authority.

b) The development shall not be first occupied until the features approved under this condition have been provided.

c) The approved features shall thereafter be retained.

Reason - In the interests of highway safety, and to comply with Policies LP10 and LP23 of the Gosport Borough Local Plan 2011-2029.

6. a) The development hereby permitted shall not be occupied until the facilities shown on the approved plan 2303\_P\_02D for the parking and turning of vehicles have been provided.

b) The parking and turning facilities shall thereafter be retained and kept clear for those purposes.

Reason - In the interests of highway safety and to ensure adequate car parking is provided and retained, and to comply with LP23 of the Gosport Borough Local Plan 2011-2029 and the Parking SPD.

7. The development hereby permitted shall not be occupied or brought into use until the footway crossing and/or verge crossing shown on the approved plans has been constructed in accordance with a detailed scheme that shall be submitted to and approved, in writing, by the Local Planning Authority.

Reason - In the interests of highway safety, and to comply with Policy LP23 of the Gosport Borough Local Plan 2011-2029.

8. a) The development hereby permitted shall not be occupied until all boundary treatments including any gate, have been provided in accordance with details that shall have been submitted to and approved, in writing, by the Local Planning Authority.

b) The approved boundary treatment(s) shall thereafter be retained in accordance with the approved details.

Reason - In order to protect the amenities of the area, and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

9. a) The development hereby permitted shall not be occupied or brought into use until secure and weatherproof long-term cycle storage facilities and secure short stay cycle parking facilities have been provided in accordance with a detailed scheme that shall have been submitted to and approved, in writing, by the Local Planning Authority.

b) The approved cycle storage and parking facilities shall thereafter be retained.

Reason - In order to ensure that adequate cycle storage is provided to promote and encourage cycling as an alternative to use of the private motor car in compliance with Policy LP23 of the Gosport Borough Local Plan 2011-2029.

10. a) The development hereby permitted shall not be occupied until the facilities for the storage and collection of refuse and recyclable materials shown on the approved plans have been provided.

b) The waste storage and collection facilities shall thereafter be retained.

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.

11. The development hereby permitted shall not be occupied until the site has been landscaped in accordance with a detailed scheme (to include all hard surfaces and planting) that shall have been submitted to approved, in writing, by the Local Planning Authority.

Reason - In order to protect the amenities of the area, and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

12. a) None of the dwellings hereby permitted shall be occupied until:

i) A water efficiency calculation, prepared 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 within the development, has been submitted to and approved, in writing, by the Local Planning Authority; and,

ii) The measures for limiting water usage approved pursuant to part i) of this condition have been implemented.

b) The water efficiency measures approved and installed pursuant to part a) of this condition shall thereafter be retained.

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. Development shall proceed in accordance with the ecological mitigation, compensation and enhancement measures detailed within the Preliminary Ecological Appraisal (Ecosupport, January 2024) unless otherwise agreed in writing by the Local Planning Authority. All ecological compensation and enhancement features shall be installed in accordance with ecologists instructions and retained and maintained in a condition and location suited to their intended function.

Reason - to conserve and enhance biodiversity in accordance with the Conservation Regulations 2017, the Wildlife & Countryside Act 1981, the NERC Act 2006, NPPF and with Policy LP44 of the of the Gosport Borough Local Plan 2011-2029.

14. The first floor windows on the east elevation shall be glazed with obscured glass to a minimum of Level 4 of the Pilkington scale (or any other equivalent as may be agreed in writing with the Local Planning Authority) and shall thereafter be retained in that condition.

Reason - To preserve the amenities of the occupiers of the adjoining property, and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.