

**HAMPSHIRE COUNTY COUNCIL
Decision Report**

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| Decision Maker: | Regulatory Committee |
| Date: | 17 April 2019 |
| Title: | Revision to previously approved scheme for Eclipse BRT Busway including retention of Rowner Road Bridge and provision of shared use pedestrian/cyclist route at Former railway land north and at Rowner Road Bridge, Gosport (No. 19/00034/HCC3) (Site Ref: GPH002) |
| Report From: | Head of Strategic Planning |

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1. Recommendation

- 1.1. That planning permission be GRANTED subject to conditions listed in integral appendix B.

2. Executive Summary

- 2.1 The planning application is for a revision to a previously approved scheme for the Eclipse BRT Busway, including the retention of Rowner Road Bridge and provision of a shared use pedestrian/cycle route at Rowner Road, Gosport to enable the construction of a new at grade junction.
- 2.2 The Eclipse Busway forms part of the wider Bus Rapid Transit (BRT) network linking Fareham and Gosport with proposed strategic economic and housing sites. The first phase (1A) of the Eclipse BRT busway opened in 2012, however the remaining part of the route was put on hold until funding was available. In October 2013 planning permission was granted for a new junction between the busway and Rowner Road as part of phase 1B which included the demolition of Rowner Road Bridge. Advanced works for this stage of the scheme commenced in October 2018 and it is now proposed to retain the Rowner Road Bridge and pedestrian/cycle underpass. This application is therefore an amendment to the design approved in 2013.
- 2.3 This application is being considered by the Regulatory Committee as it is a major Hampshire County Council development.

Key issues raised are;

- amenity for residents who live adjacent to the junction;
- landscape and nature conservation impacts; and

- pedestrian, cyclist and highway impacts.

- 2.4 The proposed development is not an Environmental Impact Assessment development under the [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2017](#).
- 2.5 It is considered that the proposal would be in accordance with the relevant policies of the adopted [Gosport Borough Local Plan \(2011-2029\)](#). The principle of the overall development has been established through the granting of planning permissions P/09/0278/CC / K17678 and 13/00323/HCC3 (new junction with Rowner Road and removal of existing bridge) and the proposal is in accordance with Policy LP2 (Infrastructure) of the Gosport Borough Local Plan. There would be appropriate mitigation measures in place to protect the amenity of residents adjacent to the junction, the visual impact would be acceptable as appropriate landscaping is proposed (Policy LP41 – Green infrastructure). Furthermore, there would be no adverse nature conservation impact for protected species with suitable mitigation measures being proposed (Policy LP44 – Protecting species and other features of nature conservation importance) and the development would not impact upon Portsmouth Harbour SPA, RAMSAR and SSSI (Policy LP42 – Internationally and nationally important sites). The development would make improvements to a public transport interchange with bus priority measures which will thereby encourage the use of public transport in the local area (Policy LP21 - Improving transport infrastructure) and the proposal is acceptable in terms of pedestrian and highway safety and design (Policy LP10 - Design). The recommendation is that planning permission be granted subject to conditions.
- 2.6 That planning permission be granted subject to the conditions listed in integral Appendix B.

3. Site and Planning History

- 3.1 The Eclipse dedicated busway forms part of a high specification, high profile, sub regionally significant public transport network, designed to provide a viable alternative to the car and remove the transport barriers to economic growth and development of key sites. It provides new and improved public transport links to existing urban employment areas in Gosport and Fareham as well as proposed strategic economic and housing sites including: the strategic development site at Welbourne; the Solent Enterprise Zone; Gosport Waterfront and town centre, Rowner Regeneration area and Royal Haslar. In May 2012, the wider BRT network was agreed by the Transport for South Hampshire (TfSH) Joint Committee.
- 3.2 The first phase of the Eclipse BRT dedicated busway 'Henry Cort Way' is 3.4km long and runs between Redlands Lane in Fareham and Tichborne Way in Gosport. The scheme opened in April 2012. First Hampshire and Dorset bus services, E1 and E2 use the new busway for part of their journey.

The busway enables these Eclipse buses to bypass the worst of the congestion on the A32 and offers fast, reliable journey times between Gosport and Fareham. At both ends of the route, Eclipse services E1 and E2 re-join the on-road network to complete their journeys. The first phase of the scheme has been successful and exceeded expectations. When interviewed approximately 20% of passengers said that they used to travel by car but have now switched to using the Eclipse service. The Eclipse service is also popular with students travelling to Fareham College.

- 3.3 At the time that Phase 1A was constructed the funding award was insufficient to pay for the delivery of the whole route to Military Road. The remaining part of the route (Phase 1B) south from Tichborne Way to Military Road was put on hold until such a time as funding became available.
- 3.4 In October 2013 planning permission was granted for a new at-grade junction with Rowner Road (which amended the original Phase 1B design). It was proposed that the new traffic signal junction would cater for buses travelling on and off the Eclipse Busway, enabling them to access the local highway network. To achieve this Rowner Road Bridge would be demolished, Rowner Road lowered and at the same time the busway and cycleway would be raised.
- 3.5 The extant Planning Consents relating to this scheme, granted by the County Council are:
 - P/09/0278/CC, K1768 (BRT Phase 1); and
 - 13/00323/HCC3 (New junction with Rowner Road and removal of existing bridge).
- 3.6 [Advanced works for Phase 1B](#) (the extension of the dedicated Eclipse busway south, from Tichborne Way to Rowner Road) commenced in October 2018.
- 3.7 Currently Rowner Road passes above the former railway corridor which has been converted into a segregated cycleway/ footway that forms part of the National Cycle Network (NCN), Route 224. This provides a route for cyclists between Fareham and Gosport and links to NCN Route 2, further south. The cycleway/ footway also provides access to Brune Park School, south of Rowner Road and is well used by students. At Rowner Road, ramped footway / cycleway links enable pedestrians and cyclists to connect with Rowner Road. Both Rowner Road and the cycleway/ footway are lit in this location.
- 3.8 The site is in a mixed-use area comprising residential properties on Turner Avenue to the west, an elderly person's care home (Woodcot Lodge) located immediately to the east of the proposed busway, and several industrial and commercial premises to the east and south.

Reason for the required change

- 3.9 The previous application for Phase 1B of the Eclipse busway included the removal of the existing bridge at Rowner Road resulting in the loss of the existing cycleway/ footpath under Rowner Road and would have required pedestrians and cyclists to cross Rowner Road at a new traffic signal controlled new junction.
- 3.10 As part of the design refresh of the 2013 scheme a potential alternative option for the southern junction was developed which would retain the bridge and the existing grade separated shared-use route for pedestrians and cyclists. The shared-use route is well used and retaining the bridge would maintain this amenity for users.

4. The Proposal

- 4.1 The proposal is for a 3-way signal-controlled junction between the southern section of the Eclipse Busway extension (Phase 1B) and Rowner Road which will give buses priority onto the existing highway at Rowner Road, Gosport. This option would allow the retention of the existing, segregated cycleway/ footway that passes under Rowner Road Bridge. The new busway will cross the shared-use cycleway/ footway at-grade, north of Rowner Road and then continue along a new ramped embankment (250m) to meet Rowner Road immediately to the east of the bridge.
- 4.2 Cycling will be permitted on the busway and the existing, well used, segregated cycleway (NCN 224) within the corridor will be maintained.
- 4.3 The land where the busway will be constructed, from back of verge to back of verge on either side will be adopted as public highway. The remainder of the corridor, where suitable will form a wildlife corridor. The busway will be maintained as public highway. The wildlife corridor will continue to be maintained by Hampshire Highways.
- 4.4 Lighting of the busway and cycle/footpath is to be provided and where possible existing columns will be retained. There are no proposed bus stops or shelters on this section of the busway.
- 4.5 It is proposed that a new set of steps will be provided up the side of the existing embankment for pedestrians. The existing northern footway over the bridge will be widened to 3m and converted to shared-use and pedestrian and cyclists will cross over the new busway access via a new uncontrolled crossing with tactile paving.
- 4.6 The Transport Statement (TS), which accompanies the planning application, identifies the re-routing of the Eclipse buses onto the busway and away from Tichborne Way will reduce the number of southbound bus movements on Tichborne Way and Rowner Road to the west of the bridge. It is recognised that there will be a subsequent increase in the number of buses (when

compared to the existing operation) on Rowner Road east of the bridge when the buses exit the busway and head towards the A32.

- 4.7 It is also noted that northbound Eclipse buses will increase on the section of Rowner Road to the east of the bridge but there will again be a corresponding decrease in the number of buses travelling north on the A32.
- 4.8 The number of buses using the two A32 roundabouts will not change, although there will be a change in the direction from which they approach the roundabouts.
- 4.9 The new traffic signalled junction between the busway and Rowner Road will provide priority to the buses through bus detection loops and on-bus equipment. All existing bus stop arrangements on Rowner Road will be retained.
- 4.10 Junction modelling has been undertaken for the proposed signalised junction on Rowner Road for all users and it is concluded that the junction will reduce the journey time for the Eclipse buses by 3 minutes (for the end to end journey between Fareham and Gosport). It is noted that vehicles on Rowner Road will experience a slight delay of between 1-4 seconds and peak time queuing of up to 10 Passenger Car Units (PCUs) when the signals at the new junction are used by the buses, however it is not anticipated this will not impact the A32 Rowner Road and A32 Brockhurst roundabouts even after traffic growth to 2023 have been factored in.
- 4.11 A Road Safety Audit (Stage F) (October 2018) reviewed in particular three identified problems: -
 - i) Problem location: Henry Cort Way - the risk of collisions between cyclists and vehicles on Rowner Road.
Recommendation: Allow cyclists to use the ramp and provide appropriate detection to allow cyclists to trigger the traffic signals.
 - ii) Problem location: The footway along the north side of Rowner Road close to the junction - the risk of pedestrians or cyclists falling off the wing wall or down the steep bank.
Recommendation: Provide pedestrian guard railings to prevent pedestrians and cyclists from falling.
 - iii) Problem location: The shared use footway on the northwest corner of the junction – a narrowing of the shared use footway at the eastern end of the bridge, where the visibility may be restricted by the bridge parapet. This may result in collisions between pedestrians
Recommendation: Widen the shared use footway on the corner of the junction.

These recommendations have been included within the proposed scheme.

4.12 Personal Injury Accidents (PIA) Data is included for a five-year period up to 31 October 2018. This shows there were no accidents in the location of the proposed new junction on Rowner Road although there were three accidents classified as 'slight' at the toucan crossing on Rowner Road 80m east of the bridge, one involving a pedal cycle and two involving motorcycles.

5. Development Plan and Guidance

5.1 The following plans and associated policies are relevant to the proposal:

National Planning Policy Framework (2018) (NPPF (2018))

5.2 The following paragraphs are relevant to this proposal:

- Paragraph 11: Presumption in favour of sustainable development;
- Paragraph 80: Support of sustainable economic growth;
- Paragraph 170: Contributions and enhancement of natural and local environment; and
- Paragraph 102-103: Sustainable transport;

Gosport Borough Local Plan (2015) (GBLP (2015))

5.3 Relevant policies are: -

- LP1 (Sustainable development);
- LP2 (Infrastructure);
- LP10 (Design);
- LP21 (Improving transport infrastructure);
- LP23 (Layout of sites and parking);
- LP41 (Green infrastructure);
- LP42 (Internationally and nationally important sites);
- LP43 (Locally designated nature conservation sites);
- LP44 (Protecting species and other features of Nature Conservation Importance); and
- LP46 (Pollution control).

6. Consultations

6.1 **Lead Local Flood Authority:** Has no objection.

6.2 **County Landscape Architect:** Has no objection subject to conditions relating to protection of trees, additional planting to mitigate for the loss of significant trees and details of the proposed species rich grassland mix and tree pit construction.

- 6.3 **County Ecologist:** Has no objection subject to conditions securing the mitigation for reptiles and Great Crested Newt, and the submission of a detailed lighting scheme and a Construction Environmental Mitigation Plan.
- 6.4 **Highway Authority:** Has no objection subject to a condition for the submission of a Construction Traffic Management Plan.
- 6.5 **Environmental Health, Gosport BC:** Has no objection subject to a condition restricting hours of construction hours and use of low vibration generating piling where reasonably practicable.
- 6.6 **Gosport Borough Council:** Has no objection and welcomes and supports the proposals. Comments that the Road Safety Audit does not cover the issue of a vehicle restraint system (safety fence) on the east boundary of the proposed ramp which requires clarification.
- 6.7 **Councillor Carter:** Has no objection.
- 6.8 **Councillor Edgar:** Was informed.
- 6.9 **Councillor Philpott:** Was informed.
- 6.10 **Rights of Way Manager:** Was informed.
- 6.11 **Street Lighting:** Has no objection.

7. Representations

- 7.1 Hampshire County Council's [Statement of Community Involvement \(2017\)](#) (SCI) sets out the adopted consultation and publicity procedures associated with determining planning applications.
- 7.2 In complying with the requirements of the SCI, Hampshire County Council:
- Published a notice of the application in the [Hampshire Independent](#);
 - Placed notices of the application at the application site and local area;
 - Consulted all statutory and non-statutory consultees in accordance with [The Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](#); and
 - Notified by letter all residential properties within 50 metres of the boundary of the site.
- 7.3 As of 1 April 2019, two representations to the proposal have been received: -
[Gosport Access Group](#)
- 7.4 Raises no objection to the revised scheme layout but still has some detailed design issues relating to four specific areas. In summary these relate to: -

- poor visibility issues, where there is a bend and a gradient with vegetation;
- inadequate width of shared path where there are more complex movements in multiple directions, including pedestrians with reduced mobility and sensory impairments;
- congestion with pedestrians and cyclists waiting to turn, cross and waiting to cross the busway;
- unnecessarily excessive amount of “blister” tactile paving which can exacerbate several lower limb related conditions affecting the feet; and
- potential pinch point at the corner of the bridge parapet, which may cause conflict between pedestrians and cyclists approaching along the Rowner Road footway, turning and waiting at the crossing.

Cycle Gosport

- Supports an alternative design solution to the demolition of Rowner Bridge but has objections and concerns over the reduction to pedestrian and cyclist safety and route usability with loss of east access cycleway, conversion of segregated footway/cycleway sections to shared use, busway speeds and crossing places.
- Considers Hampshire County Council should postpone the BRT extension to seek the additional funding required to improve the scheme for i) pedestrians and cyclists with retention of eastern cycleway/footway access; ii) busway crossing improvements to make it effective for all users; iii) funding sought for wider Rowner/BRT corridor improvements for walking and cycling, including resurfacing.

The above issues will be discussed and addressed within the following commentary.

8. Habitats Regulation Assessment [HRA]

- 8.1 The [Conservation of Species and Habitats Regulations 2017](#) (otherwise known as the ‘Habitats Regulations’) transpose European Directives into UK law.
- 8.2 In accordance with the Habitats Regulations, Hampshire County Council (as a ‘competent authority’) must undertake a formal assessment of the implications of any new projects we may be granting planning permission for e.g. proposals that may be capable of affecting the qualifying interest features of the following European designated sites:
- Special Protection Areas [SPAs];
 - Special Areas of Conservation [SACs]; and
 - RAMSARs.
- 8.3 Collectively this assessment is described as ‘Habitats Regulations Assessment’ [HRA]. The HRA will need to be carried out unless the project

is wholly connected with or necessary to the conservation management of such sites' qualifying features.

- 8.4 It is acknowledged that the proposed development includes environmental mitigation essential for the delivery of the proposed development regardless of any effect they may have on impacts on European designated sites. The HRA screening hereby carried out by the LPA considers the proposed development to have **no likely significant effect** on the identified European designated sites due to:
- It is not located at a distance to be considered to have proximity to directly impact on the European designated sites; and
 - The site is not considered to have any functional impact pathways connecting the proposed works with any European designated sites.

9. Commentary

Principle of the development

- 9.1 The Eclipse dedicated busway forms part of a high profile significant public transport network designed to provide a viable alternative to the car and remove the transport barriers to economic growth and development of key sites. Planning permission already exists for the overall development. The retention of the bridge will not result in any significant impact on the highway or environment and no objections have been received to the principle of the development. The principle of the changes to the scheme, with the retention of Rowner Bridge, remains in accordance with Policies LP1 (Sustainable development) and LP21 (Improving transport infrastructure) of the Gosport Borough Local Plan (2015).

Impact on amenity and health

- 9.2 Revised assessments relating to noise, air quality and dust have concluded that the scheme revisions are not expected to have any significant impacts. The risk of annoyance from dust will be reduced as the proposed scheme design no longer includes a requirement for the demolition of Rowner Road Bridge. The potential for increased emissions from traffic congestion during construction will also be reduced, as there will be no need for a three-month closure of Rowner Bridge. The Environmental Health Officer is not raising any objection on grounds of air quality or noise. A planning condition is proposed restricting the hours of construction during the construction phase. If works are to occur outside the reasonable hours, the applicant will be required to submit a Construction Noise Management Plan for approval by the local planning authority which describes how noise will be controlled. The proposal is therefore considered to be in accordance with Policy 46 (Pollution control) of the Gosport Borough Local Plan (2015).

Nature conservation, landscape and visual impact

- 9.3 The proposal provides an alternative to an already consented scheme. No impacts to designated nature conservation sites are anticipated because of the proposals, including with regards to the wider air quality impacts. No objection is therefore being raised on nature conservation grounds subject to conditions being imposed on the grant of planning permission.
- 9.4 The submitted landscape and visual impact assessment concludes the largest landscape impacts would be on residents of Woodcot Lodge on views from the property and for residents of Turner Avenue, backing onto the site where visual impact will be adverse during and immediately on completion of the works but with a maturing vegetation will be beneficial in the longer term.
- 9.5 No objections have been received on landscape or visual impact issues and conditions will be proposed requiring protection of existing trees, appropriate mitigation and minimum lighting distances. The proposal is therefore in accordance with Policies LP41 (Green Infrastructure) and LP44 (Protecting species and other features of Nature Conservation Importance) of the Gosport Borough Local Plan (2015).

Highway Safety

- 9.6 Concerns raised about the safety of cyclists and pedestrians from the Gosport Access Group and Cycle Gosport are noted. The Road Safety Audit Stage F (October 2018) identified similar concerns to those raised by Cycle Gosport and Gosport Access Group and these issues have been addressed and amendments made accordingly. Gosport Borough Council has raised no objections although has commented that safety fencing still needs to be reviewed and incorporated into the scheme. There has been some debate about the provision of a Vehicle Restraint System (VRS). VRS has not been proposed for the following reasons:
- The current design has never proposed that a Vehicle Restraint System (VRS) along either side of busway ramps be provided. The Design Team consider that the combination of the low design speed of the busway (<50mph), straight alignment, low embankment height/ slope (Eastern embankment Max height 2.5m, 1:1 slope, western embankment Max height 4.5m, 1:3 slope) do not require the provision of VRS;
 - Tools such as the Road Restraint Risk Appraisal Process were not developed for, nor applicable to low speed roads less than 50mph.
- 9.7 The Design Team within the Stage F Road Safety Audit Brief has however, requested specific consideration be given to the level of Vehicle Restraint System that should be provided at the new junction with Rowner Road, near the proposed retaining walls to be constructed, on each corner of the junction. The Road Safety Audit Report (Problem 4.2) subsequently included a recommendation that a pedestrian restraint barrier be provided, along the tops of both these retaining walls. These are now included within the detailed design.
- 9.8 The Road Safety Audit (RSA) did not include any further recommendations that VRS be included elsewhere. It is understood that had the RSA required

provision of a VRS system, a review of the design layout, would have been undertaken to calculate the risk of no VRS provision.

- 9.9 The Highway Authority also raises no objection, subject to a condition requiring the submission of a Construction Traffic Management Plan before the commencement of development, and is satisfied with the junction analysis, safety audit and accident data provided. The proposal is therefore in accordance with Policies 10 (Design), 21 (Improving Local Infrastructure, 23 (Layout of sites and parking) of the Gosport Borough Local Plan (2015).

Conclusions

- 9.10 The development would make improvements to a public transport interchange with bus priority measures which will thereby encourage the use of public transport in the local area and the proposal is acceptable in terms of pedestrian and highway safety and design. There would be appropriate mitigation measures in place to protect the amenity of residents adjacent to the junction, the visual impact would be acceptable as appropriate landscaping is proposed and there would be no adverse nature conservation impact. It is considered that the proposal would be in accordance with the relevant policies of the Gosport Borough Local Plan (2015) which supports the principle of improvement to the highway infrastructure and sustainable development as well as the relevant policies of the NPPF (2018).

Appendices:

Integral Appendix A - Corporate or Legal Information

Integral Appendix B - Conditions

Appendix C - Location Plan

Appendix D - General Arrangement Plan

Appendix E - Landscaping Layout Plan

Other documents relating to this application:

<https://planning.hants.gov.uk/ApplicationDetails.aspx?RecNo=19987>

Links to the Strategic Plan

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| Hampshire maintains strong and sustainable economic growth and prosperity: | No |
| People in Hampshire live safe, healthy and independent lives: | No |
| People in Hampshire enjoy a rich and diverse environment: | No |
| People in Hampshire enjoy being part of strong, inclusive communities: | No |

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

[19/00034/HCC3](#)

Hampshire County Council

GPH002

Former railway land north and at Rowner Road Bridge, Gosport

(Revision to previously approved scheme for Eclipse BRT Busway including retention of Rowner Road Bridge and provision of shared use pedestrian/cyclist route)

CONDITIONS

Time Limits

1. The development hereby permitted shall be begun before the expiration of three years from the date on which this planning permission was granted.

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

Hours of Working

2. No work relating to the construction of the development hereby permitted, (including works of preparation prior to operations, the delivery of construction materials, skips or machinery, nor the removal of waste materials) shall take place before 0800 or after 1800 Monday to Friday inclusive, before 0800 or after 1500 on Saturday and not at all on Sunday or recognised Public Holidays.

Reason: To protect the amenities of occupiers of nearby properties.

3. In the event it is necessary for any works to occur outside the approved hours, a Construction Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority, describing how the noise will be controlled.

Reason: To protect the amenities of occupiers of nearby properties.

Highways

4. No development hereby permitted shall commence until a Construction Traffic Management Plan (to include details on the daily and total number and size of lorries accessing the site, the turning of delivery vehicles and lorry routing as well as provisions from removing mud from vehicles) and a programme of works has been submitted to and approved in writing by the Local Authority. The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction.

Reason: In the interests of highway safety and in accordance with Policy LP23 (Layout of sites and parking) of the Gosport Local Plan (2015). This is a pre-commencement condition as the details are an integral part of the scheme design and thus go to the heart of the planning permission.

Ecology

5. Works shall be carried out in accordance with measures in Section 5 of the Reptile Mitigation Strategy (HCCET, May 2018), Section 4 of the Great Crested Newt Survey and Mitigation Strategy (HCCET, May 2018) and Section 5 of the Phase I report (HCCET, January 2019) including future monitoring.

Reason: To secure enough ecological mitigation and enhancement in accordance with Policy LP44 (Protecting species and other features of Nature Conservation Importance) of the Gosport District Local Plan (2015).

6. A detailed lighting scheme shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented as approved. It shall be in line with the measures set out in Section 5.5 of the Phase 1 report (HCCET, January 2019).

Reason: To minimise impacts to wildlife and in accordance with Policy LP44 (Protecting species and other features of Nature Conservation Importance) of the Gosport District Local Plan 2015.

7. A Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented as approved. It shall be in line with the measures as set out within the Ecological report 'Eclipse Busway Phase 1 Retention of Rowner Bridge. January 2019 Revision V1.

Reason: To accord with the measures set out within the Ecological Report and in accordance with Policy LP44 (Protecting species and other features of Nature Conservation Importance) of the Gosport Local Plan (2015).

Landscape

8. Prior to the commencement of development, the recommendations of the Arboricultural Impact Assessment dated 09/01/2019, shall be implemented and retained for the duration of the development.

Reason: To ensure the protection of trees and retain the amenity of the local area and in accordance with Policy LP41 (Green Infrastructure) of the Gosport Local Plan (2015). This is a pre-commencement condition as the details are an integral part of the scheme design and thus go to the heart of the planning permission.

9. Prior to the commencement of development details of the proposed species rich grassland mix and tree pit construction shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the amenity of the site and in accordance with Policy LP41 (Green Infrastructure) of the Gosport Local Plan (2015). This is

a pre-commencement condition as the landscape details are an integral part of the scheme design and thus go to the heart of the planning permission.

10. Prior to commencement of development, details of additional planting proposed to mitigate for the loss of mature category A and B trees (on land used by utility companies) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the protection of trees and retain the amenity of the local area and in accordance with Policy LP41 (Green Infrastructure) of the Gosport Local Plan (2015). This is a pre-commencement condition as the landscape details are an integral part of the scheme design and thus go to the heart of the planning permission.

Plans

11. The development hereby permitted shall be carried out in accordance with the following approved plans: **CJ008883-ECH-HGN-15624315-DR-HE-400**, **CJ008883-ECH-HGN 15624315-DR-HE-4002SUITS0RevP0.1**, **CJ008883-ECH-HGN-15624315-DR-HE-4001SUITS0RevP0.1**, **CJ008883-ECH-HSE-15624315-DE-HE-4003SUITS0RevP0.1**, **CJ008883-ECH-HLG-15624315-DR-HE-4005SUITS0RevP0.1**, **CJ008883-ECH-HLG-15624315-DR-HE-4006SUITS2RevP01**, **CJ008883-ECH-ELS-15624315-DR-HE-4007SUITS0RevP0.1**, **EC/CJ005764/P/01RevE**, **CJ008883-ECH-HDG-15624315-DR-HE-4009SUITS2RevP0.1**.

Reason: For the avoidance of doubt and in the interests of proper planning.

Note to Applicants

1. In determining this planning application, the Local Planning Authority has worked with the applicant in a positive and proactive manner in accordance with the requirement in the National Planning Policy Framework (2018), as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
2. Where reasonably practicable, alternative low vibration generating piling such as vibratory piling or Giken piling shall be used.
3. This decision does not purport or convey any approval or consent which may be required under the Building Regulations or any other Acts, including Byelaws, orders or Regulations made under such acts