

Annexe to Reasons for Conditions  
(as required by Article 22 of the Town and Country Planning  
(General Procedure) Order 1995 – as amended)

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**South East Plan – Regional Spatial Strategy for the South East of England  
(May 2009)**

**Policy SH7: South Hampshire sub-regional transport strategy**

The transport and planning authorities will work together to:

- i. reduce the need to travel through the development of smarter choices, such as travel planning and measures to discourage less sustainable journeys
- ii. manage the strategic transport network for longer distance journeys (especially from/to the ports of Southampton and Portsmouth and Southampton Airport) and the local network for shorter journeys
- iii. invest in new schemes to manage demand and provide additional public transport and highway capacity.

A delivery agency, based upon Transport for South Hampshire, will be developed for South Hampshire with the responsibility and necessary powers to manage and integrate public and private transport.

**Fareham Borough Local Plan Review (June 2000) saved policies.**

**Policy DG1 environmental impact**

Development will be permitted provided that:

- (A) it does not detract from the use and enjoyment of adjacent land or have an adverse impact on the wider environment by reason of noise, dust, fumes, heat, smoke, liquids, vibration or light;
- (B) it provides for the satisfactory disposal of surface and waste water;
- (C) it is not located in areas at risk from flooding or where it would increase flood risk in other areas, except in appropriate circumstances where protection measures are provided to the necessary standards;
- (D) it would not be detrimental to the management and protection of water resources; and
- (E) the Borough Council is satisfied that, where appropriate, opportunities for the reuse of materials and recycling of materials have been maximised.

**Policy DG3 impact on the surrounding area**

Development will be permitted provided that it:

- (A) does not detract from the existing landscape, streetscene, skyline and building line;
- (B) is in keeping with the character of the surrounding area in terms of scale, layout, density, form, height, mass and space around and between buildings;
- (C) does not conflict with adjoining land uses or result in a volume of traffic which would adversely affect the amenity of the surrounding area.

**Policy DG4 site characteristics**

Development will be permitted, provided that it:

- (A) retains any important historic features on the site;
- (B) does not detract from the natural landform of the site;
- (C) retains areas or features of landscape or nature conservation value;

- (D) respects views into and out of the site; and
- (E) takes proper account of any contamination of the land.

### **Policy DG5 design**

Development will be permitted provided that it:

- (A) is of a high standard of design and, where appropriate, incorporates materials and design elements sympathetic to local character;
- (B) respects privacy, outlook and sunlight;
- (C) provides safe access for pedestrians and cyclists and vehicular traffic including, where appropriate, footpaths, cycleways and greenways;
- (D) provides satisfactory servicing, cycle and car parking or garaging;
- (E) where appropriate in the case of residential development, a useable garden or open area is provided outside the canopy of any retained trees; and where appropriate, the Council is satisfied that it has regard to:
  - (i) the Residential Development Guidelines in Appendix 6 and the Council's Extension Design Guide;
  - (ii) the needs of people with disabilities and other people with impaired mobility;
  - (iii) crime prevention measures; and
  - (iv) the conservation of energy.

### **Policy C14: Statutory National and Local Nature Conservation Designations**

Development will not be permitted where it would adversely affect statutorily designated sites for nature conservation, including Sites of Special Scientific Interest, National Nature Reserves and Local Nature Reserves unless measures can be undertaken which prevent damage to important habitats or physical features. Where appropriate, a permission will be conditioned to ensure the provision of preventative measures or a legal agreement sought to secure:

- (a) long term management of the site; and/or
- (b) the provision of funds for management; and/or(c) the replacement of habitats or features lost to development.

### **Policy C16: Sites of Importance for Nature Conservation**

Development will not be permitted where it would adversely affect Sites of Importance for Nature Conservation unless the need for the development outweighs the nature conservation value of the site. Where appropriate, a permission will be conditioned to ensure the provision of preventative measures or a legal agreement sought to secure:

- (a) long term management of the site; and/or
- (b) the provision of funds for management; and/or(c) the replacement of habitats or features lost to development.

### **Policy C17: Sites of Nature Conservation Value**

Development which would adversely affect non designated sites or features of nature conservation value will be not permitted unless, where possible, provision is made to offset the adverse impact. Where appropriate, a legal agreement will be sought to secure the replacement of habitats or features lost to development.

### **Policy C18: Protected Species**

Development which would adversely affect species, or their habitats, protected by the Habitats Regulations 1994, the Wildlife and Countryside Act 1981 or other legislation will not be permitted unless measures can be undertaken which prevent harm to the species or damage to the habitats.

Where appropriate, a permission will be conditioned or a legal agreement sought to secure the protection of the species or their haC18 protected species.

**Policy T2: public transport**

Public transport systems, new railway stations, bus stations and facilities for 'park and ride' will be permitted in appropriate locations.

**Policy T3: Safeguarding the line of the proposed South Hampshire Rapid Transit system**

The line of the proposed South Hampshire Rapid Transit system will be safeguarded from development which would prejudice its use for this purpose.

**Gosport Borough Local Plan Review (May 2006) saved policies.****Policy R/DP1 general standards of development within urban area**

Development proposals will be permitted within the urban area, as defined on the Proposals Map, provided that:

- i. the scheme does not cause significant harm to the character of the surrounding area in terms of scale, setting, design, layout, materials, landscaping and the retention of important views;
- ii. significant harm is not caused to the historic environment and buildings of national and local importance, nature conservation interests and important landscape features;
- iii. where proposals are submitted either on or near to a site that is either known to be, or may be contaminated, the nature and extent of any such contamination has been determined and if appropriate the necessary remediation measures have been identified and agreed;
- iv. there is no significant loss of amenity, which could include issues such as traffic generation, noise, vibration, smell or pollution;
- v. any new scheme does not prevent the ability in appropriate circumstances to obtaining the proper comprehensive development of adjoining land;
- vi. appropriate infrastructure, safe access and parking arrangements can be provided or are available to the site;
- vii. any layout is designed to reduce the potential for criminal activity and anti-social behaviour; and
- viii. it has been demonstrated that the risk of flooding both to the proposed development and arising from the development has been appropriately considered and that the proposal incorporates relevant on-site and off-site flood prevention measures as appropriate.

**R/T5 South Hampshire Rapid Transit**

Development proposals will not be permitted where they would conflict with land required to be safeguarded for the implementation of the South Hampshire Rapid Transit: Fareham–Gosport–Portsmouth.

**R/T6 Improvements to public transport**

Development proposals which promote improvements to public transport interchanges and corridors, bus priority measures and other measures that will encourage the use of public transport will be permitted.

**R/T9 Cycleways and footpaths**

Development proposals which improve and extend the footway, footpath and cycleway network including those identified in the Gosport Cycling Strategy will be permitted.

**R/OS11 Protection of Areas of National Nature Conservation Importance**

Development proposals will not be permitted if they may directly or indirectly harm a Site of Special Scientific Interest unless the reasons for the development clearly outweigh:

- i. the nature conservation importance of the site itself; and
- ii. the national policy to safeguard such sites.

Where development is exceptionally permitted the Authority will consider the use of conditions or planning obligations to ensure the protection of the site's nature conservation interest.

**Policy R/OS12 Locally Designated Areas of Nature Conservation Importance**

Development likely to have an adverse effect on a Local Nature Reserve, Site of Importance for Nature Conservation or a locally designated site will not be permitted unless it can be clearly demonstrated that there are reasons for the proposal which outweigh the need to safeguard the substantive nature conservation value of the site. Where development is permitted the Local Planning Authority will consider the use of conditions or planning obligations to provide appropriate mitigation and compensatory measures.

**R/OS13 protection of habitats supporting protected species**

Development will not be permitted on a site that would have an adverse impact on a protected species or its habitat unless it can be clearly demonstrated that there is an overriding need for the development. In such instances, the planning authority will impose conditions on the planning permission or enter into planning obligations to:

- i. facilitate the survival of individual members of the species;
- ii. reduce disturbance to a minimum; and
- iii. provide adequate alternative habitats to sustain at least the current levels of population of the species.