**PINS Ref: CROWN/2026/0000005**

# Haslar Immigration Removal Centre – Proposed Expansion

## *Draft Statement of Common Ground*

**Between**

**The Home Office**

and

**Gosport Borough Council**

**Inquiry opening 17 November 2026**

6 November 2026

# 1 PURPOSE AND STATUS

1.1 This document records the factual and policy matters which the Home Office and Gosport Borough Council (GBC) agree upon, together with the matters that remain in dispute for the Inquiry.

1.2 This is an initial draft for discussion. It will not represent agreed common ground unless and until it has been settled and signed by both parties.

1.3 The document is intended to narrow the Inquiry issues. It does not prevent the Inspector from reaching a different conclusion on any agreed matter.

# 2 APPLICATION AND PROCEDURE

2.1 The agreed description of development is:

*"Outline Planning Application with all matters reserved (except for access) for the expansion of Haslar IRC comprising the development of new accommodation blocks and ancillary supporting accommodation, the conversion and expansion of existing site infrastructure including internal roads, demolition of existing structures, minor amendment to coastal path to accommodate the creation of additional car parking, landscaping and associated site infrastructure."*

2.2 The Secretary of State had first concluded that it was nationally important for the purpose of the section 293D procedure. Acceptance into that procedure does not determine the planning merits or the need for the amount/scale of development proposed.

2.3 The Secretary of State has issued a Security Direction under section 293H(7) of the 1990 Act. The inquiry will proceed in public, and the parties must comply with that direction.

# 3 SITE AND SURROUNDINGS

3.1 The application site is owned by the applicant and extends to 4.54 hectares and comprises the existing Haslar IRC, a small, public car park (Haslar Sea Wall Car Park) and a grassed area (previously used as a car park) through which the King Charles III Coastal Path runs.

3.2 The main entrance to the Site is off Dolphin Way with a disused secondary access off Fort Road. Access to the existing car park, which will be separate from the secure IRC, is off Fort Road.

3.3 The wider site is bound to the north by residential properties on both sides of Fort Road. To the north, beyond Dolphin Way, is the former Royal Hospital Haslar which is currently being redeveloped to provide a residential led mixed use development of the former Naval Hospital site. To the south of the Site is The Solent and the south-western approach to Portsmouth Harbour. To the west of the site is Fort Monckton, home to No 1 Military Training Establishment.

# 4 PROPOSED DEVELOPMENT

| Element | Proposed parameters and *indicative parameters (in italics)* |
|---|---|
| **IRC capacity** | 470 additional beds<br>(600 beds in total when combined with the existing IRC) |
| **Staff** | *Approximately 265 additional staff*<br>*(Approximately 414 in total when combined with existing IRC)* |
| **Floorspace** | *7,914 sq. m. Parties to potentially agree an upper limit to be conditioned, which must include some flexibility.* |
| **Principal buildings** | Four accommodation blocks (three storeys approximately 12 metres above flood design level) |
| **Other development** | Dining block and Care and Separation Unit (CASU) (1-2 storey up to 7 and 8 metres above flood design level respectively) |
| **Parking** | Reserved matters submissions shall provide a minimum of 300 vehicular parking spaces and 44 covered and secure cycle parking spaces. |
| **Operation** | 24 hours. |
| **Construction** | *Approximately 19 months projected to begin late 2027 subject to planning approval.* |

4.1 Layout, scale, appearance and landscaping are reserved matters.

# 5 PLANNING POLICY

5.1 The statutory development plan for Gosport is comprised of:

- Gosport Borough Local Plan 2011-2029
- Hampshire Minerals and Waste Local Plan 2026

5.2 The list below contains the agreed principal adopted policies and where policies are currently at issue between the Council and the Applicant:

| Policies not at issue | Policies at issue |
|---|---|
| • LP1 Sustainable Development<br>• LP2 Infrastructure<br>• LP3 Spatial Strategy | • LP6 Haslar Peninsula<br>• LP10 Design |

| | |
|---|---|
| • LP13 Locally Important Heritage Assets<br>• LP15 Safeguarded Areas<br>• LP17 Skills<br>• LP20 Information and Communication Technology<br>• LP32 Community, Cultural and Built Leisure Facilities<br>• LP34 Provision of New Open Space and Improvement to Existing Open Space<br>• Policy LP37 Access to the Coast and Countryside<br>• LP38 Energy Resources<br>• LP39 Water Resources<br>• LP40 Waste and Material Resources<br>• LP41 Green Infrastructure<br>• LP42 International and Nationally Important Habitats<br>• LP43 Locally Designated Nature Conservation Sites<br>• LP45 Flood Risk and Coastal Erosion<br>• LP46 Pollution Control<br>• LP47 Contamination and Unstable Land<br>• LP48 Hazardous Substances | • LP11 Designated Heritage Assets including Listed Buildings, Scheduled Ancient Monuments and Registered Historic Parks & Gardens<br>• LP12 Designated Heritage Assets: Conservation Areas<br>• LP21 Improving Transport Infrastructure<br>• LP22 Accessibility to New Development<br>• LP23 Layout of Sites and Parking<br>• LP44 Protecting Species and Other Features of Nature Conservation Importance |

5.3 The National Planning Policy Framework dated August 2026 is a material consideration. It is agreed that Chapters 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 16 and 17 either contain policies not relevant to this application or policies that are relevant but not in issue between the Applicant and the Council.

5.4 NPPF policies are issue are:

- Policies HC1-HC8 - Promoting Healthy Communities
- TR1-TR8 - Promoting Sustainable Transport
- L1-L3 - Effective Use of Land
- DP1-DP4 – Design
- F5-F7 - Flood Risk and Safety
- Policies N4-N6 - Conserving and Enhancing the Natural Environment
- Policies HE4-HE6 - Conserving and Enhancing the Historic Environment

5.5 The emerging Gosport Local Plan 2042 is a material consideration. Its precise status, relevant policies and weight should be updated and agreed before signature. As many of plan's policies and proposals are the subject of undetermined objections, only limited weight can currently be afforded to them.

5.6 The list below contains the agreed principal draft policies and where policies are currently at issue between the Council and the Applicant.

| Policies not at issue | Policies at issue |
|---|---|
| • D1 Adaptation and Mitigation to Climate Change<br>• D2 Development Strategy<br>• D4 Green Infrastructure Network<br>• D5 Internationally and Nationally Important Sites and the Local Ecological Network<br>• D6 Gosport Strategic Open Spaces<br>• D7 Flood Risk and Coastal Erosion<br>• D11 Securing Infrastructure<br>• D12 Sustainable Travel<br>• A6 Safeguarded Land for Transport Improvements<br>• E2 Skills<br>• E5 Promoting a Digital Peninsula<br>• DE1 Sustainable Construction<br>• LE1 Open Space<br>• LE4 Access to the Coast and Countryside<br>• LE7 Protecting and Enhancing Tree, Woodland and Hedge Coverage<br>• LE8 Securing Measurable Biodiversity Net Gain<br>• LE9 Pollution Control<br>• LE10 Contaminated and Unstable Land and Unexploded Ordnance<br>• LE12 Safeguarding Zones<br>• LE13 Water Resources<br>• LE14 Waste and Material Resources | • D8 Healthy Communities<br>• D9 Design<br>• D10 Historic Environment<br>• RA6 Royal Haslar Hospital<br>• DE3 Layout of Sites and Parking<br>• DE4 Designated Heritage Assets<br>• DE5 Conservation Areas<br>• DE6 Locally Important Heritage Assets<br>• LE5 Locally Designated Nature Conservation Sites<br>• LE6 Protecting Species and Other Features of Nature Conservation Importance |

# 6 MAIN ISSUES AND COMMON GROUND

6.1 The following sections set out the main issues identified by the Inspector. They distinguish proposed common ground from the matters which remain for evidence and determination.

## 6.2 THE PRINCIPLE OF DEVELOPMENT AND NEED FOR INCREASED IRC CAPACITY

**Common ground.**

- The application relates to the expansion of an existing and lawful Immigration Removal Centre (IRC) rather than the establishment of a new use.
- The lawful planning use of the site is a secure residential institution (Use Class C2A).
- The majority of the application site lies within the defined urban area.
- The use of the Fort Road car park area to support the operation of the IRC can reasonably be regarded as development associated with the operational requirements of a public service.
- The emerging Gosport Local Plan proposes to include the whole site, including the Fort Road car park, within the urban area boundary.
- The principle of intensifying and expanding the established IRC use is acceptable in planning terms.
- The Council does not object to the proposal on land-use principle grounds.
- Substantial weight should be given to the need for the proposed development in the planning balance.
- The Applicant relies upon an identified need for additional IRC accommodation as part of the wider Immigration Removal Centre Expansion Programme.
- The proposed development would increase capacity by approximately 470 places, resulting in an overall capacity of approximately 600 detainees.
- The proposal would provide additional operational infrastructure associated with the IRC use.

**Matters in dispute.**

- Whether the Applicant has adequately demonstrated the scale, urgency and national need for the proposed 470 additional places.
- Whether the need case outweighs the potential environmental impacts identified by the Council.
- Whether sufficient evidence has been presented regarding alternative locations and alternative means of meeting the identified need.
- The weight to be attributed to the Applicant's assessment of alternative sites and options.
- Whether the expanded IRC would prejudice or undermine the long-term regeneration objectives of the Haslar Peninsula. The Council considers there is potential conflict with regeneration aspirations, whereas the Applicant considers no material prejudice would arise.

## 6.3 HERITAGE

**Common ground.**

- The site lies within and adjacent to several designated heritage assets including within the Haslar Barracks Conservation Area and adjacent to the Haslar Peninsula Conservation Area, Stokes Bay Conservation Area, Fort Monckton, and the former Royal Hospital Haslar complex.
- The proposal would not directly affect listed buildings or scheduled monuments through physical works.
- Archaeological matters are capable of being addressed through planning conditions and are not a substantive matter of disagreement.
- Both parties accept that the proposal requires assessment against the relevant statutory heritage duties and development plan policies.

**Matters in dispute.**

- The effect of the proposed development on the significance and setting of the Haslar Barracks Conservation Area.

- The effect of the proposal on the setting and significance of the listed buildings and registered park associated with the former Royal Hospital Haslar site.

- Whether the indicative scale, massing and height parameters proposed would cause heritage harm.

- The magnitude of any heritage harm arising from the development.

- Whether any identified heritage harm could be mitigated through reserved matters approval and landscaping measures.

- Whether any heritage harm would be outweighed by the public benefits advanced by the Applicant.

## 6.4 CHARACTER AND APPEARANCE

**Common ground.**

- The proposal would introduce new built development on currently undeveloped parts of the wider IRC site.

- Buildings of up to three storeys and approximately 12 metres in height are proposed within the indicative parameter plans.

- Detailed design, landscaping, appearance and materials remain reserved matters.

- Landscaping and planting measures could reduce visual effects arising from the development.

- The site can successfully accommodate the proposed quantum of development without unacceptable effects on landscape character.

**Matters in dispute.**

- Whether the indicative layout can successfully accommodate the proposed quantum of development without unacceptable effects on landscape character.

- The significance of visual effects experienced from:

    - Fort Road;
    - Clayhall Road;

  - the King Charles III England Coast Path;
  - nearby residential properties; and
  - wider public viewpoints.

- Whether the proposed building height and massing would appear overly dominant within the local townscape and landscape context.

- The weight to be attached to landscape and visual effects in the overall planning balance.

## 6.5 AMENITY – LIGHTING, PRIVACY, NOISE, TRAFFIC AND CONSTRUCTION

**Common ground.**

- Particular consideration should be given to privacy, amenity, lighting, noise and construction impacts.

- Construction impacts could be controlled through a Construction and Traffic Management Plan secured by condition.

- Any permission should include conditions controlling construction activities and mitigation measures.

- The site is capable of accommodating the proposed quantum of development without significant harm from privacy loss, loss of light or overbearing effects.

**Matters in dispute.**

- The parties differ primarily on the degree of confidence that can be placed in the outline parameters demonstrating the development can be accommodated without significant harm from privacy loss, loss of light or overbearing effects.

- The extent to which any remaining uncertainty should affect the planning balance.

## 6.6 HIGHWAYS AND ACCESS

**Common ground.**

- The development would utilise existing site access arrangements.

- Staff parking provision would increase to support the operation of the expanded IRC.

- Travel planning measures, cycle parking and active travel improvements are proposed.

- Hampshire County Council does not object to the proposal subject to planning conditions and obligations.

- Planning obligations and conditions are anticipated to secure transport mitigation

- There are no remaining matters in dispute relating to highways and access.

- The Transport Assessment adequately demonstrates that there would be no unacceptable cumulative traffic impacts.

- Travel plan measures and non-car travel assumptions are justified.

- The parking demand assessment is robust.

- Adequate safeguards are proposed to prevent overspill parking on surrounding streets.

## 6.7 FLOOD RISK AND DRAINAGE

**Common ground.**

- The site lies partially within Flood Zones 2 and 3.

- The proposal constitutes a more vulnerable use and requires the Exception Test to be satisfied.

- The Environment Agency has withdrawn its objection following submission of an amended Flood Risk Assessment.

- Hampshire County Council as Lead Local Flood Authority raises no objection subject to conditions.

- Surface water drainage can be managed through SuDS measures and planning conditions.

- The Council does not intend to present separate flood risk evidence at the Inquiry.
- No substantive technical flood risk dispute remains between the parties.

## 6.8 ECOLOGY

**Common ground.**

- The site has ecological importance and forms part of the Solent Waders and Brent Goose Strategy network.

- Mitigation is required for the loss of Brent Goose habitat. This has been secured the legal agreement dated 27th June 2024.

- Natural England has accepted in principle the proposed off-site habitat mitigation strategy.

- Nutrient neutrality mitigation is secured through the purchase of nutrient credits as set out in the Nutrient Neurtrality Agreement dated 7th November 2024.

- Biodiversity Net Gain can be secured through the statutory mechanism and planning conditions.

- Ecology mitigation and enhancement measures would form part of any permission granted

**Matters in dispute.**

- Whether sufficient ecological survey information has been submitted in relation to bats.

- Whether sufficient ecological survey information has been submitted in relation to reptiles.

- Whether adequate reptile mitigation has been demonstrated.

- Whether ecological impacts can properly be assessed at outline stage or should await further information.

- Whether conditions would provide an adequate mechanism for securing any necessary mitigation.

# 7 CONDITIONS AND OBLIGATIONS

7.1 The parties have prepared an agreed schedule of conditions.

7.2 The proposed planning obligation should address only matters that meet the statutory tests. The current draft is in final stages of negotiation and provides for travel plan compliance and monitoring, a traffic regulation order contribution, active travel works contribution and off-site biodiversity net gain, and monitoring of the same.

## SCHEDULE 1 KEY APPLICATION PLANS

The parties should confirm the status of each plan and identify which plans are proposed for approval and which are illustrative.

| Drawing reference | Title | Proposed status |
|---|---|---|
| 323319-15207-ATR-000-GF-DR-A-0100-S2-D0100 | Site Location Plan | For Approval |
| 323319-15207-ATR-000-GF-DR-A-0160-S2-D0100 | Existing Site Layout (1 of 2) | For Approval |
| 323319-15207-ATR-000-GF-DR-A-0161-S2-D0100 | Existing Site Layout (2 of 2) | For Approval |
| 332613196-STA-XX-XX-DR-TP-0102 | Car Park Access Visibility | For Information |
| 323319-15207-ATR-000-GF-DR-A-0200-S2-D0100 | Indicative parameter plan | For information |
| | Indicative proposed site plan | For information |
| | Indicative landscape plan | For information |
| | External Lighting Strategy Plan | For Information |
| | Indicative proposed access plan | For information |
| | Indicative General Arrangement Accommodation Block Sections | For information |

| Drawing reference | Title | Proposed status |
|---|---|---|
| | Indicative General Arrangement Accommodaton Block Elevations | For information |
| | Indicative General Arrangement Dining Hall Elevations | For information |
| | Indicative General Arrangement Casu building Elevations | For information |

**Schedule 2 Documents to be completed or appended**

- agreed list of core documents;
- agreed schedule of conditions;
- draft planning obligation, unilateral undertaking.

# 10 SIGNATURES

Signed on behalf of the **Home Office**

Name

Position

Signature

Date

**Signed on behalf of Gosport Borough Council**

Name

Position

Signature

Date

**Draft Schedule of Conditions (to be updated)**

Time limit - commencement

The development hereby permitted 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 comply with Section 92 of the Town and Country Planning Act, 1990 (as amended).

Time limit – RM submission

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

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

Details of RM

Details relating to the layout, scale and appearance of the proposed development, 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 permitted is commenced.

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

Approved plans/documents

The development hereby permitted shall be carried out in accordance with the following approved plans and documents: [*TBC]*

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.

Construction Environment Management Plan

a) No development shall commence until a Construction Environment Management Plan (CEMP) 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.

Construction and Traffic Management Plan

a) No development hereby permitted shall commence until a Construction and Traffic Management Plan, to include (but not be limited to) details of:

- a method statement for control of dust and emissions from construction;
- 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 routing 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.

Land contamination - remediation

No construction shall commence until there has been submitted to and approved, in writing, by the Local Planning Authority: 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 a scheme shall be informed by the site investigation and risk assessment and shall include the nomination of a competent person to oversee the implementation of the remedial measures.

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.

Land contamination - verification

The development hereby permitted shall not 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 [x] that any remediation scheme required and approved under the provision of condition [x] 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 [x].

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.

land contamination - unexpected

a) If contamination not previously identified is found to be present at the site then no further development or site clearance shall be carried out until a remediation strategy detailing how this unsuspected contamination is to be dealt with has been submitted to and approved, in writing, by the Local Planning Authority.

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.

Archaeology

a) No development shall commence until an archaeological mitigation strategy has been submitted to and approved, in writing, by the Local Planning Authority.

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

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.

Materials

a) Construction above slab level shall not commence until details 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.

Architectural detailing

a) No construction above slab level of each new building hereby permitted shall commence until the detailed design and finish of key architectural features such as eaves, 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 and LP12 of the Gosport Borough Local Plan 2011-2029.

Car parking

a) The development hereby permitted shall not be brought into use until facilities for the parking of vehicles used by staff and visitors of the expanded IRC have been provided.

b) The approved parking facilities shall thereafter be retained.

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 Supplementary Planning Document 2014.

Cycle parking

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 to 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.

Details of external lighting

a) No flood or other external lighting shall be installed until a detailed scheme has been submitted to and approved, in writing, by the Local Planning Authority

b) Any flood or other external lighting shall thereafter be installed and 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.

Biodiversity enhancement measures

a) The development hereby permitted shall not be brought into use until biodiversity enhancement measures have been provided in accordance with plans and details that shall have been submitted to and approved, in writing, by the Local Planning Authority.

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

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 Policies LP41 and LP44 of the of the Gosport Borough Local Plan 2011-2029.

Skills & Employment Plan

a) i) Development shall not commence until a Skills & Employment Plan covering the construction of the development hereby permitted 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) The development hereby permitted shall not be occupied until a Skills & Employment Plan covering the operation of the 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 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.

The LPA and applicant agree to the imposition of planning conditions relating to the following matters as may be recommended by statutory consultees and relevant bodies:

- highways

A management plan for large vehicle access shall be submitted to and approved by the LPA in writing, in consultation with the LHA, prior to first occupation of the development. Access by large vehicles shall be secured to be in accordance with this management plan in perpetuity thereafter.

Reserved matters submissions shall provide a minimum of 300 vehicular parking spaces and 44 covered and secure cycle parking spaces.

A Construction Traffic Management Plan shall be submitted to and approved by the LPA, in consultation with the LHA, in writing before development commences. This must include; adequate dedicated parking provision for the public, Phase 1 staff and contractors, turning provision to be made on site, measures to prevent mud from being deposited on the highway and a programme for construction. The agreed details shall be fully implemented before the development is commenced.

Submission of the detailed design of the access arrangements to the car park off Fort Road/ Military Road (including pedestrian provision and a Road Safety Audit) to be made to the LPA, in consultation with the LHA, at the Reserved Matters stage. The detailed design shall be approved in writing prior to approval of any future Reserved Matter application. The agreed access (including pedestrian infrastructure) shall be provided prior to first occupation.

The works to Dolphin Way including formalising parking arrangements and priority for vehicles entering from Fort Road shown in principle on drawing 22613196-STA-XX-XX-DR-TP-0204 Rev A shall be delivered prior to first occupation.

A visitor minibus operating 09:00-21:00 every day between the Gosport ferry/bus station and the site every 30-minutes shall be provided from first occupation and shall operate in perpetuity thereafter subject to regular operational review.

- Flooding drainage
- ecological mitigation measures
- biodiversity net gain (statutory)