

# Public Document Pack



## NOTICE OF MEETING

<b>Meeting:</b>	<b>Planning Committee</b>
<b>Date and Time:</b>	<b>Wednesday 9 February 2022 7.00 pm</b>
<b>Place:</b>	<b>Council Chamber</b>
<b>Telephone Enquiries to:</b>	<b>Committee Services Committeeservices@hart.gov.uk</b>
<b>Members:</b>	<b>Ambler, Blewett, Cockarill, Delaney, Kennett, Oliver (Chairman), Quarterman, Radley, Southern, Wheale and Worlock</b>

Joint Chief Executive

CIVIC OFFICES, HARLINGTON WAY  
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## AGENDA

**This Agenda and associated appendices are provided in electronic form only and are published on the Hart District Council Website.**

**Please download all papers through the Modern.Gov app before the meeting.**

- At the start of the meeting, the Lead Officer will confirm the Fire Evacuation Procedure.**
- The Chairman will announce that this meeting will be recorded and that anyone remaining at the meeting has provided their consent to any such recording.**

**1 MINUTES OF PREVIOUS MEETING (Pages 3 - 4)**

The Minutes of the meeting held on 12 January 2022 to be confirmed and signed as a correct record.

**2 APOLOGIES FOR ABSENCE**

To receive any apologies for absence from Members\*.

**\*Note:** Members are asked to email Committee Services in advance of the meeting as soon as they become aware they will be absent.

**3 DECLARATIONS OF INTEREST**

To declare disclosable pecuniary, and any other, interests\*.

**\*Note:** Members are asked to email Committee Services in advance of the meeting as soon as they become aware they may have an interest to declare.

**4 CHAIRMAN'S ANNOUNCEMENTS**

**5 PAPER A (Pages 5 - 49)**

21/01958/FUL - Land Adjacent to Reading Road, Hook

**6 DEVELOPMENT APPLICATIONS (Pages 50 - 55)**

To consider the planning reports from the Head of Place, and to accept updates via the Addendum.

**7 21/02002/FUL - THE OLD DAIRY, WHITE LANE, GREYWELL, HOOK RG29 1TL (Pages 56 - 77)**

**8 19/01288/FUL - BRAMSHILL HOUSE, BRAMSHILL PARK, BRAMSHILL, HOOK RG27 0JW (Pages 78 - 100)**

**9 21/02445/AMCON - LAND ON THE EAST SIDE OF BEACON HILL ROAD, EWSHOT, FARNHAM GU52 8DY (Pages 101 - 117)**

**10 21/02607/AMCON - CO-OPERATIVE RETAIL SERVICES LTD, 13 READING ROAD, YATELEY GU46 7UH (Pages 118 - 129)**

**11 21/00630/FUL - GREY HOUSE, MOUNT PLEASANT, HARTLEY WINTNEY, HOOK RG27 8PW (Pages 130 - 177)**

**Date of Publication: Tuesday, 1 February 2022**

## **PLANNING COMMITTEE**

**Date and Time:** Wednesday 12 January 2022 at 7.00 pm

**Place:** Council Chamber

**Present:**

Ambler, Coburn (substitute), Cockarill, Delaney, Dorn (substitute), Oliver (Chairman), Quarterman and Southern

**In attendance:**

**Officers:**

Steph Baker	Development Management & Building Control Manager
Mark Jaggard	Head of Place
Tola Otudeko	Shared Legal Services
Sabrina Cranny	Committee Services Officer

### **65 MINUTES OF PREVIOUS MEETING**

The Minutes of the meeting held on 8 December 2021 were confirmed and signed as a correct record.

### **66 APOLOGIES FOR ABSENCE**

Apologies had been received from Councillors Blewett, Kennett (Dorn), Radley and Worlock (Coburn).

### **67 DECLARATIONS OF INTEREST**

None

### **68 CHAIRMAN'S ANNOUNCEMENTS**

Members should have received potential dates from Rachel Poulter for the planning visit to view completed developments. Please respond to Rachel Poulter.

### **69 DEVELOPMENT APPLICATIONS**

#### **70 21/02453/LBC - SOUTH WARNBOROUGH LODGE, LEES HILL, SOUTH WARNBOROUGH, HOOK RG29 1RQ**

Replace and repair windows (windows 1 and 2).

Members considered the application.

Members voted to Grant which was carried.

**DECISION – GRANT** as per officer recommendation, subject to conditions and informatives.

**Notes:**

*No site visit took place.*

**71 21/01714/FUL - TRAVIS PERKINS, LONDON ROAD, HARTLEY WINTNEY, HOOK RG27 8RH**

Construction of 9 dwellings with associated parking and landscaping (following demolition of the existing buildings).

Members considered:

- The lack of a specific location for refuse storage and collection points
- Condition 10 includes site details for bin storage and collection
- Access for refuse vehicles
- Private SANG access
- Whether the heating options specified are the best options (air source heat pumps and log burning stoves)
- Whether 9 dwellings is too many considering layout
- Whether the layout works considering density
- That these dwellings are 33 units per hectare but still within acceptable range of 7 to 44 units per hectare from the Hartley Wintney Design Guidelines
- The garden sizes of proposed units
- That securing a bat license be included as an informative
- That local members be involved in agreeing details of soft landscaping condition

Members voted to Grant which was carried.

**DECISION – GRANT** as per officer recommendation with consultation with the ward councillor on soft landscaping, amendment to condition 10 to include covered refuse storage and collection points, and management of the refuse and an additional informative on biodiversity.

**Notes:**

*No site visit took place.*

*Mrs Jo Overton spoke against the application.*

*Mr James Lacey spoke for the application.*

The meeting closed at 7.52 pm

## **PLANNING COMMITTEE PAPER A**

Non-determination appeal in relation to 21/01958/FUL concerning 20 affordable dwellings on an entry-level exception site with vehicular access from Reading Road alongside landscaping, public open space, internal roads, parking and associated drainage infrastructure.

Location Land Adjacent to Reading Road Hook Hampshire

The purpose of this report is to advise the Planning Committee of the recently received non-determination appeal in respect of this application and to request guidance on the issues relating to the Council's intended reasons for refusal. Members are asked to indicate what resolution they would have made on this matter to assist with the appeal process.

The Planning Inspectorate has confirmed that the non-determination appeal is now a valid appeal therefore the jurisdiction to determine this application lies now with the Planning Inspectorate.

No formal decision has yet been made in relation to this application, with the delay due to on-going discussions with the agent regarding matters of planning policy. Despite these on-going discussions, the applicant has sought to appeal against non-determination of the Application, therefore the purpose of this report is to gain Planning Committee support/approval for the intended reasons for refusal that will be presented to the Planning Inspectorate as part of the Council's Statement of Case.

Once the Appeal has a 'start date' and an Inspector has been appointed by the Planning Inspectorate, all those persons who were notified or consulted about the Application, and any other interested persons who made representations regarding the Application will be written to and advised that the Appeal has been made and is valid.

It is important to emphasise that objectors are still allowed sufficient time to respond formally to the Inspectorate, and as such any comments received will form part of the appointed Inspectors deliberations. All existing objections will be sent to the Inspectorate.

In cases on non-determination appeals, it is important to gauge the views of the Planning and Development Committee in order that Committee Members are satisfied with the Officer's Report. The Report will partially form the basis of the

Council's Statement of Case in regards to the Appeal.

To advise Committee a report has been produced and appended to this paper, giving details of the representations received, issues arising and all relevant material planning considerations. As Committee will note, there has been notable public interest with this proposal.

On the basis of the merits of the case, it is considered that should a formal recommendation have been made to Planning Committee, it would have set out a refusal recommendation for the following reasons:

**OFFICER RECOMMENDATION – REFUSAL for the following reasons:**

1. The proposed development would fail to comply with the site size requirement as set out in paragraph 72 of the NPPF, as it is larger than 1 hectare (land included within the red outline of the location plan). As such the proposed development would conflict with paragraph 72 of the NPPF 2021.
2. The proposed development conflicts with the spatial strategy of the adopted Hart Local Plan (Strategy & Sites) 2032 as it is located outside designated settlement boundaries in countryside in an unsustainable location. The site lacks suitable pedestrian routes, highway crossings, cycling and public transport infrastructure, which along with the distances involved to reach services, goods and public transport within the adjoining settlement would result in a development being remote and residents would be likely to be reliant upon private motor vehicles for most journeys. The proposal would therefore represent unsustainable development in conflict with sustainable transport objectives to reduce reliance on motor vehicles. As such, the proposal is contrary Policies SD1, SS1, and INF3 of the Hart Local Plan (Strategy & Sites) 2032, Policy HK1 and overall objectives of the Hook Neighbourhood Plan 2032 and paragraphs 110 and 112 of the NPPF 2021.
3. There is no exceptional justification to permit the proposal. Hart district has a current housing land supply of 10.4 years with a housing delivery test of 201%. The Local Planning Authority is satisfied that current need for homes suitable for first time buyers or those looking to rent their first home is being met through delivery of appropriate development in accordance with the adopted Spatial Strategy. As such, there is no justification to permit the proposal in countryside in an unsustainable location. The proposal is in conflict with Policies SD1, SS1 and NBE1 of the Hart Local Plan (Strategy & Sites) 2032 and the aims of the NPPF 2021.

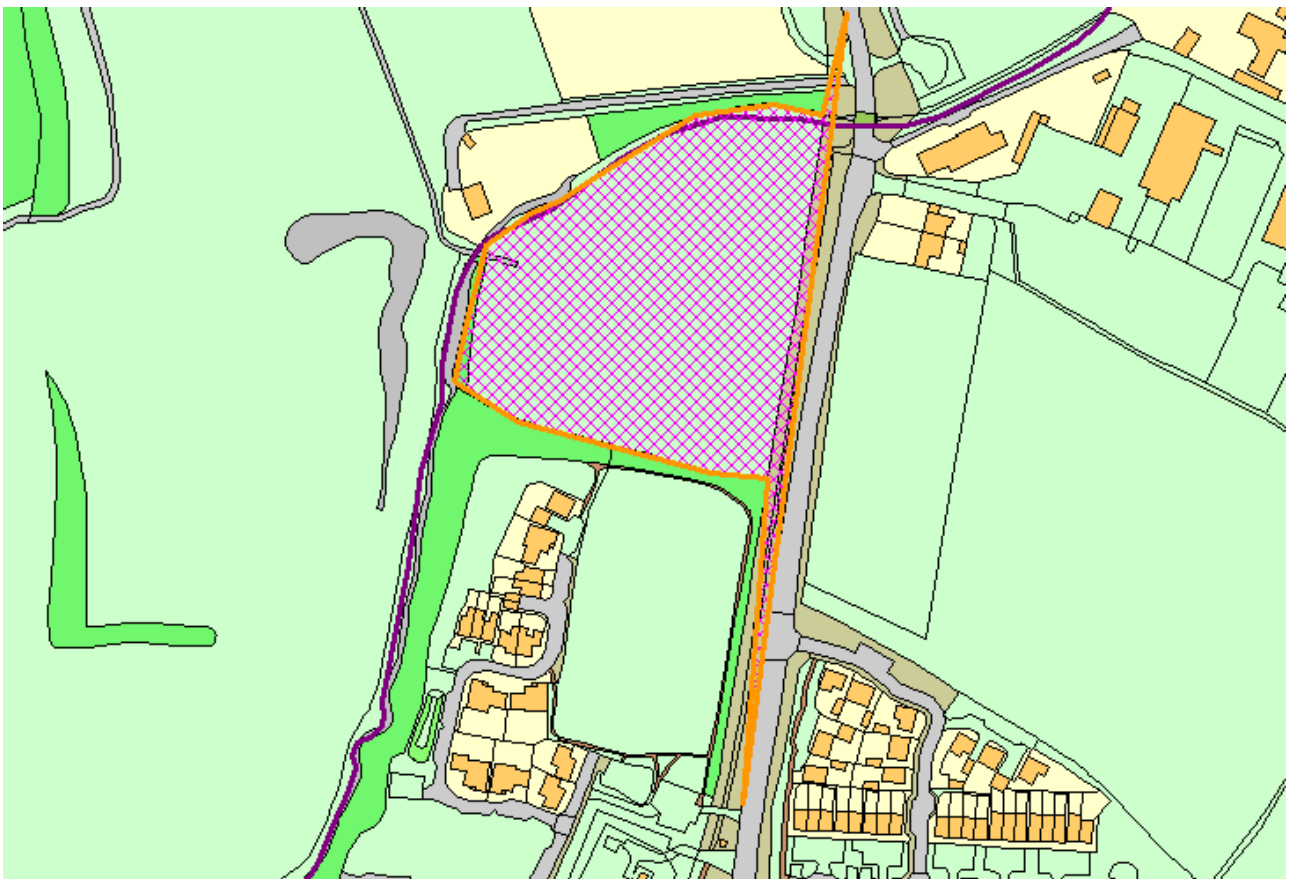
4. The site is located within 5km of the Hazeley Heath Site of Special Scientific Interest (SSSI) which forms part of the Thames Basin Heaths Special Protection Area (SPA). In the absence of any evidence that the test of no alternatives under the Conservation of Habitats and Species Regulations 2017 can be satisfied, or evidence that there are grounds of overriding public interest, the proposed development without securing SPA mitigation, either alone or in combination with other plans or projects, would be likely to have a significant adverse effect on the SPA. As such the proposal is contrary to adopted policy NBE3 of the Hart Local Plan (Strategy & Sites) 2032, saved policy NRM6 of the South-East Plan, policy HK11(5) of the Hook Neighbourhood Plan and paragraphs 180b and 181c of the NPPF 2021.
  
5. In the absence of any legally binding obligation to secure the in-perpetuity provision, access to and management of subsidised home ownership units, management of communal areas within the site, financial contributions towards education, the proposed improvement to the footpath south of the site and SPA mitigation, including SAMM contribution, all reasonably necessary to make the development acceptable, the proposed development would conflict with the requirements of policy INF1 of the Hart Local Plan (Strategy & Sites) 2032 and paragraph 55 of the NPPF 2021.

## **CONCLUSION**

It is recommended that Members advise whether they would have been minded to refuse the Application for the above reasons, to assist the Council's response to the non-determination appeal.

## DRAFT OFFICER REPORT

APPLICATION NO.	21/01958/FUL
LOCATION	<b>Land Adjacent to Reading Road Hook Hampshire</b>
PROPOSAL	20 affordable dwellings on an entry-level exception site with vehicular access from Reading Road alongside landscaping, public open space, internal roads, parking and associated drainage infrastructure.
APPLICANT	Falcon Developments (SE) Ltd, Malcolm Gately and Vanesa Trilia
CONSULTATIONS EXPIRY	1 December 2021
APPLICATION EXPIRY	5 November 2021
WARD	Hook



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## BACKGROUND

This is the first application received by the Local Planning Authority for an entry-level exception housing site in the district. Twenty public responses to consultation have been received, five in favour and fifteen against the proposal.

An appeal against non-determination of this application has been submitted by the applicant. The Planning Inspectorate has confirmed the appeal is a valid appeal therefore the jurisdiction to determine this application lies now with the Planning Inspectorate.

Members are asked to indicate what resolution they would have made on this matter to assist with the appeal process.

## SITE

The site comprises an agricultural field with an area of 1.67 hectares. It is located north of Hook, outside and adjacent to the settlement boundary. The land has roughly a cone shape and features trees and vegetation along its perimeter which is denser along the western section of its boundary.

To the north and east of the site there are small clusters of commercial and residential development. Remaining surrounding land further north, east and west is open countryside.

## SITE/ OTHER RELEVANT DESIGNATIONS

The site and immediate surroundings feature the following designations:

- The site falls within the Countryside.
- The north-western half of the site falls within Flood Zones 2 and 3.
- The site falls within the Thames Basin Heaths Special Protection Area 5km buffer zone.
- A Public Right of Way (PRoW) runs in close proximity to a section of the western boundary of the site (footpath no.24) and a number of PRoW's start on the opposite side of the B3344 at the north-eastern corner of the site (footpath nos. 14 & 15).
- A tributary of the Whitewater River (Great Sheldon's Stream) is located in close proximity to the western boundary of the site.

## PROPOSAL

Full planning permission is sought for the construction of 20 affordable dwellings as an entry-level exception site with vehicular access from Reading Road alongside landscaping, public open space, internal roads, parking and associated drainage infrastructure.

The development proposes the following housing mix and provision:

Dwelling type /size	2 Bedroom	3 Bedroom	Total
Discount Market Sale (DMS)	7	3	10
Shared Ownership	7	3	10

(SO)			
Total	14	6	20

## RELEVANT PLANNING HISTORY

None.

## RELEVANT PLANNING POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise.

The relevant Development Plan for the Hart district includes the Hart Local Plan (Strategy & Sites) 2032 (HLP32), the saved policies of the Hart District Local Plan (Replacement) 1996-2006 (HLP06), the saved policies of the South-East Plan 2009 (SEP) and the Hook Neighbourhood Plan 2017-2032 (HNP32).

All of these adopted and saved policies are up-to-date and consistent with the July 2021 version of the National Planning Policy Framework (NPPF). The relevant policies are:

### Hart Local Plan (Strategy & Sites) 2032 (HLP32):

- Policy SD1 - Sustainable Development
- Policy SS1 - Spatial Strategy and Distribution of Growth
- Policy H1 - Housing Mix: Market Housing
- Policy H2 - Affordable Housing
- Policy NBE1 - Development in the Countryside
- Policy NBE2 - Landscape
- Policy NBE3 - Thames Basin Heaths Special Protection Area
- Policy NBE4 - Biodiversity
- Policy NBE5 - Managing Flood Risk
- Policy NBE7 – Sustainable Water Use
- Policy NBE9 - Design
- Policy NBE11 - Pollution
- Policy INF1 - Infrastructure
- Policy INF3 - Transport
- Policy INF4 - Open Space, Sport and Recreation

### Hart District Local Plan (Replacement) 1996-2006 'saved' policies (HLP06):

- Policy GEN1 - General Policy for Development
- Policy CON7 - Riverine Environments
- Policy CON8 - Trees, Woodland & Hedgerows: Amenity Value
- Policy CON23 - Development affecting public rights of way

### Saved Policy from the South-East Plan 2009:

- Policy NRM6 - Thames Basin Heaths Special Protection Area

### Hook Neighbourhood Plan 2017-2032 (HNP32):

- Policy HK1 - Spatial Policy
- Policy HK4 - Protecting and Enhancing the Biodiversity of Hook
- Policy HK5 - Landscape
- Policy HK8 - Control of Light and Noise Pollution
- Policy HK9 - Pedestrian and Cycle Paths
- Policy HK10 – Parking
- Policy HK11 – Residential and Mixed-use Windfall Development
- Policy HK12 - Design

### Other relevant planning policy documents:

- National Planning Policy Framework 2021 (NPPF)
- Planning Practice Guidance (PPG)
- National Design Guidance (NDG)
- Building for a Healthy Life (BfHL, June 2020)
- Hart District Landscape Assessment (HLA, 1997)
- Hart Landscape Capacity Study (HLCS, 2016)
- Five Year Housing Land Supply at April 2021 (HLS21)
- Thames Basin Heaths Special Protection Area Delivery Framework (2009)
- Technical Housing Standards - nationally described space standard (DCLG 2015)
- BRE Report - Site layout planning for daylight and sunlight: a guide to good practice (2011)
- Parking Provision Interim Guidance (2008)
- Hart's Strategic Floodrisk Assessment (2016)
- Hart's Climate Change Action Plan
- Hart's Equality Objectives for 2021 - 2023

## **CONSULTEES RESPONSES**

### **Hook Parish Council**

No objection subject to the following:

- The tenure split remains as specified (10 units Shared Ownership and 10 units Discount Market Scheme) since this arrangement accurately reflects the specific housing needs of Hook Village.
- The enhanced footway proposed (165m in length and 2m wide) by the applicant is approved for inclusion in the interests of providing much needed pedestrian connectivity for the site.
- HPC disagrees with any educational levy requested by HCC on the basis that this is an exception site with demonstrated local need.
- SPA mitigation has been formally allocated by Hook PC at Bassett's Mead SANG.

### **Rotherwick Parish Council**

No response received.

### **Thames Water Property Services**

No objection with regards to foul water infrastructure capacity. It is indicated that surface water will not be discharged to the public network and approval from the Local Lead Flood Authority should be sought.

### **Natural England**

No objection, subject to the applicant mitigating against potential adverse effects of the development to the integrity of the European site(s).

### **Tree Officer (Internal)**

No objection, with the following comments:

- The proposed dwellings proposed close to / along the southern boundary of the site as they may cause future pressure to prune or remove trees.
- Recommendations on the arboricultural information submitted are sound.
- There is scope for tree planning on the site.

### **Environmental Health (Internal)**

No objection, subject to planning conditions to secure:

- Hours of construction
- Construction Management Plan
- Noise assessment
- Informative to report unexpected land contamination, if found.

### **Landscape Architect (Internal)**

Concerns raised but planning conditions recommended.

- Development will remove the good quality rural character of the existing pasture/meadow and replace it with a residential character.
- Landscape masterplan submitted with no specific details so is indicative at this stage.
- A landscape condition should be attached requiring full details of both hard and soft landscaping and that, once agreed, those details should be implemented.

### **Ecology Consult (Internal)**

No objection subject to planning conditions to secure:

- Implementation of the Ecological Impact Assessment
- Provision of a plan showing proposed habitat features (bird/bat boxes, log piles and hedgehog homes/ fence gaps and swift bricks)

### **Policy (Internal)**

Objection.

The comments are summarised as follows:

- The key thrust of the local plan is to focus development within settlements and at the Hartland Village allocation, and to protect the countryside. This proposal contravenes that approach and is contrary to local plan policies SS1 Spatial Strategy and NBE 1 Countryside.
- The status of the entry level exception sites policy within the NPPF is in doubt. The Government introduced a First Homes policy on 24<sup>th</sup> May 2021 via a Written Ministerial Statement (WMS) and updated Planning Practice Guidance. There is a case to say that less weight should be placed on the entry level exception site policy in light of the WMS.
- The Council has an up-to-date local plan adopted in April 2020, and the plan is delivering. In fact, through its policies, it is delivering more housing, including affordable housing, than was originally envisaged when the plan was examined and found sound (discussed later under 'Test 1'). In other words, the Council is successfully delivering a plan-led approach to housing development in the district.
- The entry level exception site policy within the NPPF undermines the plan-led approach that is central to the NPPF. This is particularly true in Hart where the local plan was examined against the previous NPPF (2012) which did not contain such a policy; hence it is silent on entry level exception sites. This contradiction between a plan led system and the entry level exception site policy should be borne in mind when considering this application. The plan-led system should not be forgotten when focussing on the entry level exception site policy.
- The Strategic Housing Market Assessment published in 2016 pre-dates the concept of entry level homes. It is assumed that entry level homes for first time buyers (as opposed to first time renters) is a subset of the overall need for 'subsidised home ownership' which the SHMA identifies as 180 homes per annum over the plan period 2014 to 2032. Hart has 10.4 year of housing supply, and Hart 2021 Housing Delivery Test result is 210%. More affordable housing is now expected than predicted when the local plan was examined and found sound.
- The local plan inspector found the local plan found with an expectation that 1,633 affordable homes would be delivered. Latest predictions are that around 2,000 affordable homes will be provided from new development, which will increase even more than this as a result of other schemes coming through the planning system. Furthermore, the Council has approximately £7m of developer contributions for affordable housing to be spent on off-site provision.
- Even with within the vicinity of the site there is significant affordable housing delivery with the strategic extensions to Hook settlement. Over the plan period there have been 163 affordable units completed in Hook (excluding any affordable housing for the elderly) with a further 120 permissioned. So, delivery of affordable housing is happening at a scale in excess of that envisaged at the local plan examination and the Council is taking positive steps to maintain that delivery going forward. This context of positive affordable housing delivery, including homes suitable for first time buyers, beyond that originally envisaged when the plan was examined, reduces the benefits of an entry level exception site.
- Concern is raised regarding the discount market sale element of the proposed housing and whether the proposed 25% discount is sufficient for the homes to be affordable in

the Hart context. At a 25% discount these homes will not help those most in need of help to buy and this further reduces the benefits associated with this proposal.

- The application site is 1.67 hectares and so fails the NPPF test by virtue of being larger than 1 hectare. Planning policy team's interpretation of the 5% threshold is that applies in smaller villages where one hectare would be fairly large or 'disproportionate'. On appeal, it has been held that entry level exception sites are "geared towards smaller sites".
- Concerns were raised during the NPPF consultation (March 2018) regarding sites being located outside settlements, the potential for undermining local plans, inhibiting integration and the lack of transport infrastructure or facilities, and concerns as to whether the rural exceptions policy would be undermined. It is appropriate to adhere strictly to this threshold. The size limit was deliberately inserted into the policy in response to concerns raised and it should not be underplayed.
- The applicant relies on the NPPF entry level exception site policy to justify the proposal but falls foul of this test within the same policy. The purpose of local plans and national policy is to provide a degree of certainty to stakeholders and the wider public regarding proposals for new development. The fact that affordable housing delivery in Hart is so strong (see test 1) re-enforces the view that there is no case to depart from the NPPF approach.
- The applicant has argued that the developable area of the site is less than 1 hectare. However, the NPPF draws no such distinction between site area and developable area. The reference to site size in the NPPF should not be assumed to mean anything other than the site size as defined by the planning application, including any open space, landscaping, drainage etc, that forms part of the planning application.
- Concerns are raised regarding the relationship of the proposed housing to the adjoining site to the south particularly at this edge of settlement location. The open space within the site to the south fronts the main road and provides a good transition to the countryside beyond, which would be lost if the appeal scheme is granted. Concerns are raised regarding the sustainability of this site in accessibility terms, it being some distance from the village centre.
- It is understood that the Parish Council supports this development to help address local housing needs. However, it is contrary to the development plan for the area, in terms of site size it fails to comply with the very policy in the NPPF the scheme is predicated on, it could set an extremely unhelpful precedent should any similar proposals come forward in the district as the Council tries to deliver a plan-led system (in accordance with the NPPF), there is doubt as to the status of the entry level exception site policy in light of the Written Ministerial Statement on First Homes which clearly states that the Government is replacing this policy with a First Homes exception site policy.
- Any benefits arising from the development are tempered by the fact that Hart is delivering significantly greater numbers of affordable homes than was originally envisaged when the local plan was found sound at examination, and also by the low level of discount for the discount market homes (25%) which is lower than that required by the Government for First Homes which are intended to replace the notion of 'entry level' homes.

## **Housing (Internal)**

No objection with the following comments:

- Provision of 100% affordable home ownership housing on this site is supported.
- There is a mix of affordable home ownership products being proposed.
- It will also help meet the need for affordable home ownership housing for residents which has been identified in the Housing Needs Survey.
- Tenures proposed are supported.
- It is welcomed that in order to improve affordability, the Discount Market Sale homes will be offered at 25% discount.
- 15% of the homes provided on this site will need to be accessible in line with Building Regulations Part M4(2). This would equate to 3 units on this site.
- All homes would meet Nationally Described Space Standards (NDDS).
- Pathways designed to manoeuvre bins and cycles from the rear garden to the front of the properties are step free.
- windows have not been included in some of the bathrooms which would improve ventilation.
- The homes on this Entry Level Exception Site will have eligibility criteria attached to them (including a first-time buyer criteria) and will need to follow agreed prioritisation criteria (such as local connection to Hook Parish).
- It is intended that these affordable homes should remain affordable in perpetuity. Appropriate measures will also need to be identified in the S106 legal agreement to ensure that initial sales and future re-sales adhere to the agreed eligibility criteria and in the case of the Discount Market Sale homes that the original percentage discount is passed onto future purchasers.

## **Streetcare Officer (Internal)**

Concerns raised in terms of refuse collection for plots 5-6 and plots 14-16.

## **Hampshire County Council (Education)**

No objection subject to securing:

- Planning contribution of £105,680.40 towards remodelling two Food Technology classrooms in order to improve the teaching and learning experience for students and create additional capacity.

## **Hampshire County Council (Highways)**

Holding objection, with the following comments:

- Visibility splay (4.5m x 160m) to south is acceptable however overgrown of grass verge could obstruct visibility.
- Visibility splay to north is currently obstruct by two trees adjacent to the access on the northern bend of Reading Road. The trees are not shown on plans. Drawings should include the trees and demonstrate the impact on the visibility envelope.
- Car parking spaces need to measure 2.4m x 4.8m

- It is recommended that refuse vehicle tracking is re-run as currently they show a large portion of the refuse vehicle entering southbound side of Reading Road which could have potential conflict with oncoming traffic, impacting highway safety.
- It is recommended that 'slight severity' traffic accidents south of the proposed development are investigated and the specific information provided.

Any further comments received will be reported to committee.

### **Hampshire County Council (Local Lead Flood Authority)**

No objection subject to planning conditions to secure:

- Compliance with the Flood risk Assessment and Drainage Strategy submitted.
- Details of long maintenance arrangements for the surface water drainage system (maintenance schedule for each drainage feature type/ownership and protection measures).

### **Environment Agency Thames Area**

No objection subject to planning conditions to secure:

- Implementation of Flood risk Assessment and Drainage Strategy prior to occupation.
- Implementation of finished floor levels no lower than 66.315 metres AOD or provide at least 300mm freeboard to the modelled 1% Annual Exceedance Probability (AEP) (1 in 100 year) event flood levels, including 35% allowance for climate change; whichever is the highest.
- Details of a buffer zone scheme for its provision and management alongside the Great Sheldon's Stream (including extent/layout of buffer zone, planting scheme, protection of buffer zone during development and long-term management plan - financial provision, body responsible).

### **NEIGHBOUR COMMENTS**

The statutory requirements for publicity, as set out within The Development Management Procedure Order (DMPO) 2015 (as amended) are in this case the notification of the adjacent properties together with a site notice and press advert being displayed/published.

The 21-day public consultation expired on 01.10.2021. At the time of writing the Officer report there were 20 representations received in response to the proposal including 15 letters of objection and 5 in support.

The support comments are summarised as follows:

- I support it, we would be able to buy a property in that development.
- I feel there is a need of this housing, I would be interested in buying a house there.
- The development would help the local community to stay in affordable housing.
- It would help first time buyers to get I the property ladder.
- It would be great for the village.

The objection comments are summarised as follows:



- Hook needs a coherent plan for regeneration and expansion of amenities.
- Urban sprawl.
- Greenfield inappropriate, more suitable brownfield sites to be considered in the area.
- Significant ongoing development in Hook, proposal clearly not needed.
- Hook needs more amenities, services and infrastructure not more housing.
- Adverse impacts to wildlife, displacement and loss of habitat
- If it goes ahead a greater buffer zone from the surrounding stream is needed.
- Greater protection of existing trees and scrub is required.
- Development threatens gap between Hook and Rotherwick.
- Housing is not affordable unless you are on £50k a year.
- Affordable homes should be retained as such in perpetuity.
- Development of purely affordable homes is not in keeping with a mixed society.
- Need for such a development is questionable with ongoing housing construction.
- Nuisance from construction including traffic and noise levels
- Proposal contrary to adopted HNP32, it is outside settlement.
- Flood risk assessment needs revising, ground is waterlogged 8 months/year.
- Cala development is connected to Thames Water network (manhole in Reading Road), this scheme proposes the same. On high rain events the sewer regularly overflows on Alderwood Drive and Hawthorn Rise.
- Overflowing sewage spills do not get reported to the Environment Agency, adding development to system will not help.
- It will increase traffic and car use as it is outside settlement and away from amenities or public transport.
- Unsustainable location, distance from facilities and services, unlit access.

## **CONSIDERATIONS**

The following considerations are relevant in the assessment of this application:

- Principle of Development
- Housing need vs supply
- Quality of Accommodation and Housing Mix
- Landscape/ Visual Impacts
- Design/Character and Appearance
- Impacts upon Amenity
- Accessibility of the Site, Highway Safety and Parking
- Flood Risk and Drainage
- Biodiversity, Trees and Landscaping
- Thames Basin Heaths Special Protection Area
- Climate Change
- Equalities
- Planning Obligations
- Other Planning Considerations
- Planning Balance

## **PRINCIPLE OF DEVELOPMENT**

The relevant adopted policies applicable to development of land in the district and in particular land outside settlement boundaries for development are policies SS1 and NBE1.

Policy SS1 deals with the spatial strategy and distribution of growth within Hart, stating that 'Development will be focused within:

- defined settlement boundaries;
- previously developed land in sustainable locations; and
- on allocated sites as shown on the Policies Map.'

Taking into account the above location for development, this policy also makes provision for new homes for the plan period 2014-2032 through:

- 'Development completions and committed development since October 2017;
- Permitting further development/redevelopment within defined settlement policy boundaries (subject to other plan policies);
- delivery of 1,500 homes at Hartland Village;
- through Neighbourhood Plans; and
- Permitting rural exception sites outside defined settlement policy boundaries that accord with emerging policy H3 and NBE1.

In terms of the requirements of Policy NBE1, eleven criteria are set out in this policy to allow development in the countryside, the relevant criteria to applicable to housing in the countryside are listed below:

- meeting the proven essential need of a rural worker to live permanently at or near their place of work;
- providing affordable housing on rural exception sites (Policy H3); or
- providing specialist housing (Policy H4); or
- providing either a replacement dwelling, an extension to an existing dwelling or the subdivision of an existing residential dwelling; or
- development of exceptional quality or truly innovative in design and which significantly enhances its immediate setting and is sensitive to the local character; or
- for traveller sites that comply with Policy H5.

The instances where adopted policies SS1 and NBE1 support housing development in the countryside are not applicable to the proposal, as the application site is outside, albeit adjacent to, the settlement boundary, is a greenfield site rather than previously developed land and is not an allocated site on the Policies Map in the HLP32.

Policies NBE1 and NBE3 allow housing outside settlement boundaries in the form of 'Rural Exception Sites', subject to specific criteria contained in Policy H3, which supports housing schemes containing solely or mainly affordable housing. The application is not, however, proposing a rural exception site. It is therefore contrary to Policies NBE1 and H3 in this respect.

The proposal would therefore conflict with the criteria set out in adopted policies SS1 and NBE1 of the HLP32, on the basis that it is a development proposal in the countryside (that is outside the settlement boundary) and does not fall within the categories of development supported by adopted Policy H3 which permits certain types of housing to be located outside of the settlement boundary. It is also noted that HNP Policy HK1 states that the focus for growth will be within the existing settlement boundary of Hook village, hence also conveying a clear presumption against development in the countryside.

The application makes clear it is seeking permission for an entry level exception site under Paragraph 72 of the NPPF and therefore is not specifically covered by any of the above policies. The starting point for assessment of planning applications is the development plan, following the plan-led system. The development plan in this instance comprises the Hart Local Plan (HLP32 and HLP06) and Hook Neighbourhood Plan (HNP32).

Planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration, and due regard needs to be made to it. Paragraph 72 of the NPPF states:

*“Local planning authorities should support the development of entry-level exception sites, suitable for first time buyers (or those looking to rent their first home), unless the need for such homes is already being met within the authority’s area. These sites should be on land which is not already allocated for housing and should:*

- (a) comprise of entry-level homes that offer one or more types of affordable housing as defined in Annex 2 of this Framework; and*
- (b) be adjacent to existing settlements, proportionate in size to them, not compromise the protection given to areas or assets of particular importance in this Framework, and comply with any local design policies and standards.”*

The NPPF therefore advises that entry-level exception sites should be supported subject to various tests and criteria. Breaking down these requirements of the above paragraph, they are referenced below.

The first criterion is that the homes need to be ‘suitable for first time buyers or those looking to rent their first home’. This is important as it is a subset of affordable housing need. This indicates it needs to be for people looking for smaller properties.

The second criterion is unless the need for such homes is being met within the authority’s area. These first two criteria matter are dealt with in detail below as part of next main consideration in this planning assessment.

The third criterion is that the proposed development must be on land which is not already allocated for housing and adjacent to existing settlements. The application site is not allocated for housing in the HLP32 or HNP32, and it is adjacent to the settlement boundary of Hook, hence this requirement is not breached but the site’s accessibility is assessed below.

The fourth criterion is that the development is comprised of entry-level homes that offer one or more types of affordable housing as defined in Annex 2 of the NPPF. An entry level exception site is defined in Annex 2 of the NPPF<sup>21</sup> as: *“A site that provides entry-level homes suitable for first time buyers (or equivalent, for those looking to rent), in line with paragraph 72 of this Framework.”* Moreover, the types of housing defined in Annex 2 of the NPPF would comprise:

- Affordable housing for rent;
- Starter homes;
- Discount market sales;
- Other affordable routes to home ownership (e.g., shared ownership)

The proposal would offer Discount Market Sales and Shared Ownership homes, as such this requirement is, in principle, met.

The fifth criterion requires that an entry level exception site must be proportionate in size to the existing settlement to which it is adjacent. Footnote 35 provides further detail in relation to the proportionate in size requirement stating that:

*“Entry-level exception sites should not be larger than one hectare in size or exceed 5% of the size of the existing settlement.”*

The Council regards ‘Entry-level Exception Sites’ as constituting small sites that would incorporate themselves into the settlement which they adjoin as opposed to large sites that would represent an urban extension to the settlement. In this case the two parameters provided by the NPPF are quoted above and because of the size and characteristics of the settlement the application site adjoins (estimated population of 7,770 residents – Census 2011), it is therefore reasonable to assess the site against the smaller parameter provided, ‘sites that are no larger than one hectare’. If the development was 5% of the size of the existing settlement the exception site could be 388 homes in size.

Footnote 15 to Paragraph 72 of the NPPF confirms that entry-level exception sites must be no more than 1 ha. The application site comprises an area of 1.67ha, which would clearly exceed the NPPF parameter referred to above and as such it would fail this requirement. The application suggests the proposal complies with the site size requirements of the NPPF as the ‘developable area’ of the site is 0.73 ha. However, the wording of the NPPF refers to the ‘site’ (or ‘sites’) which would encompass the land outlined in red colour, it does not refer only to the area upon which the homes / built development would be constructed, and it does not contain any provision to split the site as a whole into smaller portions to fit the NPPF site requirement. The Officer view is that the applicant is inferring meaning to the NPPF which is not there.,.

The Council’s interpretation of the 5% size threshold is that it applies to smaller villages or settlements where one hectare would be fairly large or ‘disproportionate’, as it has been held in appeals that entry level exception sites are “geared towards smaller sites”. The importance of this criterion should not be underplayed. It was deliberately inserted into the NPPF in response to concerns raised through the consultation on the draft NPPF in March 2018. The size limit was deliberately inserted into the policy as the purpose of local plans and national policy is to provide a degree of certainty to stakeholders and the wider public regarding proposals for new development. As such the proposal would fail the NPPF ‘size’ requirement.

The NPPF requires that the proposed development does not compromise the protection given to areas or assets of particular importance in the NPPF. This is dealt with further later in the assessment of the main considerations under heading ‘Thames Basin Heaths Special Protection Area’ (SPA) as the site is within the zone of influence (within 5km) of the SPA.

It is also a requirement that the development must comply with any local design policies and standards. This is dealt with further later in the assessment of the main considerations under the headings ‘Design / Appearance and Visual Impacts’ and ‘Building for a Healthy Life’.

Overall, the Council’s assessment in terms of the principle of development is that the development would not meet the requirements of the spatial strategy of the HLP32 or the HNP32. The key thrust of the local plan is to focus development within settlements and at the

Hartland Village allocation, and to protect the countryside. This proposal contravenes that approach and is contrary to policies SS1 and NBE1 of the HLP32 and HK1 of the HNP32.

In considering in-principle matters, the proposal would not only conflict with the spatial strategy of the HLP32 as indicated above but also it would fail to meet the clear size requirement of 1 ha set out within NPPF for an and entry-level exception site. As discussed above, other NPPF requirements are assessed below.

The proposal is considered to be fundamentally in conflict with the development plan and NPPF 2021.

### HOUSING NEED vs SUPPLY

In this regard, paragraph 72 of the NPPF provides that entry-level exception sites should be supported unless *“the need for such homes is already being met within the authority’s area.”* It should be noted that this NPPF paragraph does not relate to an assessment of need within each individual parish / town, but rather whether the need is met across the whole of the authority’s area.

The application was originally accompanied by a housing needs assessment ‘First Time Buyer Housing Need Survey’ which was undertaken for the Parish of Hook. The survey took place between 07.09.2020 and 30.10.2020 and there were 55 respondents from the Parish (32% were living with family/friends, 32% renting privately and 23% were homeowners). In summary, 35 respondents were interested in buying a discount market sale unit in Hook, 30 of them would be first time buyers, 35 were interested in Discount Market Sale Homes (DMSH) and 15 were interested in Shared Ownership (SO). The report states that a proposed scheme with 20 homes that are prioritised for those with local connection to the Parish is considered necessary and the discount market homes would need to be priced below £250k.

It should be noted that any exception site under Paragraph 32 would not be eligible to households who are existing homeowners nor those renting privately.

It should also be noted to comply with Paragraph 72 of the NPPF the homes would need to be available to any household in the ‘local authority’s area’, and not linked to a particular town and parish.

The applicant subsequently submitted a Shared Ownership (SO) needs report for consideration. In addition to the 15 respondents interested in SO stated above, the report makes reference to the ‘Help to Buy’ register which currently has 507 applicants interested in buying SO housing within Hart (this contains applicants living outside the district wishing to live in Hart – which the Council considers to be unreliable in terms of the actual need for this type of accommodation), 402 are interested in 2 and/or 3-bedroom units. Also, 60 out of the 507 applicants are interested in buying housing in Hook. The report moves on to make reference to Hart delivery rates of SO for 2019-2020 and SO housing availability looking at consented schemes from 01.01.2019 to 04.11.2021. The applicant’s information states that a total of 343 dwellings are planned for delivery, this figure comprises consented schemes within the above dates and 4 strategic sites currently under construction.

The information the applicant submitted to support the application does not relate to district wide information on need / supply, which NPPF para. 72 deals with. The original submission focused on Hook Parish and subsequently, as discussed above, a further statement with

regards to Share Ownership was submitted seeking to provide a wider picture. It also focused on affordable housing delivery over a short period of time.

However, the NPPF requires authorities under paragraph 66 to establish a housing requirement figure for their whole area and strategic policies should show the extent to which their identified housing need (and any needs that cannot be met within neighbouring areas) can be met **over the Plan period** (Case Officer's emphasis). It is within this housing land supply context and timeframe that the need for entry-level exception sites should be considered. This is over a much longer period than the one the applicant has suggested.

In November 2021, the Council published an updated position statement on Housing Land Supply (HLS21), which not only sets out the overall housing land supply in Hart district at April 2021, but it also contains information on delivery up to 2032

The HLS21 shows the Hart district has a housing land supply of 10.4 years and a Housing Delivery Test result of 210%. Also, the housing trajectory contained in Appendix 9 comprising 2014 -2032 estimates a housing provision of 7,978 homes by 2032 overall which would be above the housing requirement figure set out for the Plan period. Within this overall delivery there would be provision of affordable homes in line with the Local Plan Policy H2 requirement of 40% provision (on qualifying sites) 65% affordable housing for rent and 35% affordable home ownership. These would include some homes suitable for first-time buyers and those looking to rent their first home.

In correspondence with the applicant, they are of the opinion that the need for subsidised home ownership units is not 'already' being met and have made reference to the Planning Inspector's report associated with the adoption of the HLP32. Specifically, the applicant makes reference to the evidence analysed by the Inspector showing there would be a need of some 5,500 affordable homes over the Plan period and it was acknowledged that the identified need is higher than the amount of affordable housing that is likely to be delivered. On this basis, the applicant considers that the LPA is not meeting needs of the type of housing proposed as part of this application.

However, it should be noted that it is unlikely there is a Local Authority in the Country that would fully meet their affordable housing needs within the plan period they adopt. For this to happen there would have to be a gross over- provision of market housing in each authority's area. The fact is that the Inspector regarded the strategy of the HLP32 sound to deliver an appropriate amount of housing in the district, considering future population projections, to the period ending in 2032. This delivery would include securing a proportion of affordable housing (40%), which is addressed through Policy H2 (affordable housing). Therefore, the applicant's approach to establish that the Council is not meeting needs on subsidised home ownership units is considered to be premature, and ultimately flawed.

The Planning Inspectorate assessed HLP32 with an expectation that 1,633 affordable homes would be delivered within the plan period. Latest predictions are that around 2,000 affordable homes would be provided from new development. Therefore, when following the plan-led approach to meeting housing need, it is evident that Hart will not only meet but exceed housing need over the plan period. From the allocations and current position on housing land supply, there would be no requirement for additional 'windfall' sites to fulfil overall housing need or affordable provision within that.

Estimate of affordable housing delivery at local plan examination	1,633
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Affordable housing completions from April 2014 to March 2021 (net)	932
Affordable homes with permission	889
Affordable homes anticipated from windfall sites between 10 and 99 homes ((i.e., 40% of supply from windfall sites of 10 to 99 units from 2024/25 to 2031/32 = 40% of 400 = 160 to 2032)	160
Total	1,981
Increase in expected affordable housing provision over original estimate	348

The numbers of affordable homes will increase even more than this as a result of windfall schemes however there is no reliance upon this. Windfall sites would be considered against the development plan as a whole.

Hook itself has seen considerable development in recent years with the commensurate affordable home provision. To date within the current Plan period there have already been 163 affordable homes completed in Hook (excluding any affordable homes for the elderly) with a further 120 having been granted within the current Plan period which have not yet been completed. Even within the vicinity of the application site there is significant affordable home delivery:

- The strategic release at north-west Hook (south of the site on the east side of Reading Road) for 550 homes in total is delivering 220 affordable homes (77 shared ownership, 143 affordable rent) – At 1<sup>st</sup> April 2021, 119 completed, 101 outstanding.
- 28 affordable units were completed at Land adjacent to Reading Road (immediately to the south of the site) including 10 units for shared ownership and 18 for affordable rent.

Delivery of affordable housing is on track for the Plan period and is in fact being delivered at a scale in excess of that envisaged at the local plan examination and the Council is taking positive steps to maintain that pace of delivery for the remainder of the Plan period to 2032.

Across Hart district as a whole there are major schemes delivering affordable homes, including:

- Grove Farm (also known as Netherhouse Copse and Hare Fields);
- Hartland Village;
- Hawley Park Farm; and
- Watery Lane.

In addition, sites at Crownfields, Odiham (due to be built and has a resolution to Grant subject to the completion of a legal agreement) and Buford, West Street, Odiham (currently under construction) are also delivering affordable housing.

In 2021 Cabinet adopted an Interim Planning Policy Statement on First Homes. In this the First Homes will be top sliced of the 40% affordable homes, and the remained will be split 65% affordable housing for rent and 35% affordable home ownership. This will significantly increase the supply of affordable homes suitable for first time buyers.

In addition to the work Hart District Council is doing as the Local Planning Authority to deliver affordable homes, there are other initiatives the Council is doing.

In 2021/22 Hart District Council made provision for 41 affordable flats for rent at Edenbrook, Fleet.

Furthermore, the Council published the Infrastructure Funding Statement 2020/21 (IFS) in December 2021. It identifies that the Council holds approximately £7m of developer contributions for affordable housing to be spent on off-site provision within the district as a whole. An elected Members' Working Group has been set up to explore how best to utilise those funds across the district. The IFS also identifies a number of sites where on-site provision of affordable homes took place in the 2020/21 monitoring year.

There are also various Government initiatives, such as the Help to Buy scheme to assist first-time buyers onto the property ladder.

The principle behind the entry level housing sites as set out paragraph 72 of the NPPF is to provide small scale provision in Districts where provision is not being made to meet the need. That is not the case in Hart district.

The applicants make reference to an appeal decision in Wiltshire relating to paragraph 72 of the NPPF. The position in Wiltshire is materially different to Hart district, in that Wiltshire did not have a 5-year housing land supply.

Even if the Council, or the Planning Inspectorate, were to grant planning permission for this scheme, it would require a S106 legal agreement. If permission were granted, the applicants would have 3 years to commence development. Potentially the homes would not be available for 4 or 5 years. This needs to be considered against the existing sites which are already delivering suitable homes for first time buyers and those looking to rent their first home.

Furthermore, the Discounted Market Sales housing proposed would be sold applying a 25% discount. Officers have concerns as to whether the discount is sufficient to alter the affordability of the homes proposed in a Hart district context. The Government has itself recognised, through its First Homes policy, that affordable homes for first time buyers should be discounted by a minimum of 30%, with scope to increase discounts to 50% if there is a need for this.

This infers that at a 25% discount these homes would not perform the intended function of assisting those who would not otherwise afford their first rental or purchase home. The applicant's submission also states that the shared ownership housing was better received in their findings. This further reduces the benefits associated with this proposal as shared ownership only accounts for half of the units proposed.

It is worth noting that the status of the entry level exception sites policy within the NPPF is in doubt. The Government introduced a First Homes policy on 24<sup>th</sup> May 2021 via a Written Ministerial Statement (WMS) and updated Planning Practice Guidance. The WMS states:

*"Following the consultation, the Government is replacing this policy with a 'First Homes exception sites' policy, in order to encourage First Homes-led developments on land that is not currently allocated for housing..."*

Therefore, given the overall delivery of housing (including affordable housing) in the district that has occurred since the commencement of the Plan period and that projected to be



delivered by 2032, it provides the basis for the Council to consider this application is not demonstrating an unmet need and is premature in that respect.

The need for subsidised home ownership units is currently being met in the Hart local authority area and there is no pressing need to release greenfield countryside land in this location for such housing. The proposal represents a material conflict with Policies SS1 and NBE1 of the HLP32, Policy HK1 of the HNP32 and the aims of the NPPF in this regard.

### QUALITY OF ACCOMMODATION AND HOUSING MIX

The Council has adopted the Nationally Described Space Standards for dwellings in policy H6 of the HLP32. The space standards set out the minimum gross internal floor areas for dwellings as well as requiring certain minimum sizes of bedrooms. The proposed dwellings would comply with these minimum standards.

The proposed dwellings would provide acceptable internal standards as living spaces would benefit from natural light and ventilation. Externally, the dwellings would benefit from outdoor amenity space with adequate and useable area. Their relationship and siting would be acceptable and would not give rise to any impacts among them.

The scheme is proposing an outdoor space immediately adjacent to the west of the housing proposed. This area is within Flood Zones 2 and 3 but it would be capable of being used, nevertheless, as a communal amenity in summer months mainly. It is noted that the submission does not make any reference as to who would take ownership of this green space, as the Local Authority would not adopt this open space.

With regards to housing mix, the proposal comprises 14 x two-bedroom dwellings and 6 x three-bedroom dwellings. Policy H1 of the HLP32 seeks to achieve a market housing mix that satisfies a District need which is higher for 2- and 3-bedroom properties. The subject proposal would not comprise market housing but at a discount sale with 7 x two-bedroom and 3 x three-bedroom properties and the same mix is proposed for the Shared Ownership properties. As such no concerns are raised in respect of housing mix.

Policy H2 of the HLP32 requires that 15% of the dwellings should be accessible and adaptable as defined by the requirements of M4(2) of Building Regulations. The proposal does not contain details of these aspects. However, if all other matters were acceptable then a planning condition would have been recommended to secure compliance in line with Policy H2(b) of the HLP32.

The proposed quality of accommodation and mix would neither raise concern nor conflict with adopted planning policies in this regard. The proposal is compliant with Policies H1, H2 and H6 of the HLP32 and the aims of the NPPF in the above respects.

### LANDSCAPE / VISUAL IMPACTS

Policy NBE2 of the HLP32 seeks to achieve development proposals that respect and wherever possible enhance the special characteristics, value, or visual amenity of the district's landscapes. This policy contains five criteria to assess development proposals in relation to landscape impacts. It also states that, where appropriate, proposals will be required to include a comprehensive landscaping scheme to ensure that the development would successfully integrate with the landscape and surroundings. Each criterion from Policy NBE2 of the HLP32 is dealt with in turn below.

Policy HK5 of the HNP32 requires that developments should respect and where possible enhance the small-scale lowland mosaic landscape of the Neighbourhood Area and the key characteristics of the Loddon Valley and Forest of Eversley West Character Area.

*c) Impacts to landscape qualities identified in landscape character assessments.*

Hart's Landscape Assessment (1997) locates the site within the character area 2 – Tylney. It acknowledges the main distinguishing features of the area to be patch works of mixed farmland and scattered blocks of woodland, strong landscape structure, dispersed patterns of rural settlements, scattered farms linked by a network of rural lanes and a rural character due to sparse road and settlement pattern.

The site currently contributes to the landscape quality of the area as it is a pleasant green field with landscape features along the perimeter. The site displays a weak tree/hedging structure in the perimeter section fronting onto the B3349. Long range views of the site from the surroundings are limited since it adjoins the settlement to the south and there are small blocks of woodland to the north, east and west of the site. The housing element of the proposal would be sited towards the south-eastern section of the site, which is the closest section to the settlement with the remaining area of the site proposed as a green space with additional planting proposed, this would serve as a transitional area to the countryside beyond. A landscape reinforcement of the site's perimeter is proposed with understorey hedging/shrubbery, hence the impacts on the wider landscape qualities would be limited.

*b) the visual amenity and scenic quality of the landscape.*

According to Hart Landscape Capacity Study (2016), the site lies within area HO-01. The study area is broader than the site and its immediate surroundings but nonetheless exhibits typical landscape characteristics evident across the whole of HO-01. This study area was determined to have a high visual sensitivity, medium/high landscape sensitivity and a medium landscape value. These resulted in an area (including the application site) considered to have a Low overall landscape capacity, which essentially means this landscape area cannot accommodate areas of new development without a significant adverse impact on landscape character.

As previously discussed, the site is an undeveloped edge-of-settlement field and the built-up area proposed would be adjoining the existing edge of the settlement and the green open space proposed to the northwest would reduce the landscape impacts the proposal would cause to the countryside.

It is noted that there are Public Rights of Way (ProW) in proximity to the site, a section of ProW no. 24 runs west to the Great Sheldon's Stream which adjoins the western boundary of the site. Also, a couple of ProWS start/end on the opposite side of the B3344 at the northeast corner of the site (nos. 14 & 15). The site would be largely screened from ProW no.24 as there is dense and mature vegetation along the banks of the stream, which, along with the open space from the site, would not result in any amenity impacts on this ProW.

With regards to ProW's nos. 14 and 15, the development would be clearly visible from where these ProW's end on the opposite side of the B3344. However, these ProW's run eastwards in between residential and commercial developments that adjoining the B3344, and, as such, the impacts from the development to the amenity of these two ProW's would be limited, given they adjoin developed sites and terminate adjoining the busy B3344.

As such, a limited harm to the visual amenity and landscape quality of the area is identified.

*c) impacts to historic landscapes, parks, gardens, and features.*

Neither the site nor the adjoining parcels of land have any historic significance or are designated as such. Therefore, no concerns are raised in this respect.

*d) important local, natural and historic features such as trees, woodlands, hedgerows, water features e.g., rivers and other landscape features and their function as ecological networks.*

As previously stated, the site's perimeter features dense/mature landscaping with only the eastern boundary of the site having a weak structure. The proposal would reinforce the perimeter as part of the landscaping works proposed. The Great Sheldon's Stream runs adjacent to the western boundary of the site. Neither the Environment Agency (EA) nor the Biodiversity Officer from the Council has raised any objection in relation to potential impacts of the development on this natural feature or the riverine environment adjoining it. However, the EA requested details of a buffer zone scheme & management alongside the Great Sheldon's Stream (including extent/layout of buffer zone, planting scheme, protection of buffer zone during development and long-term management plan – financial provision, body responsible). If all other matters were acceptable, a planning condition would have been recommended in this respect.

*e) it does not lead to the physical or visual coalescence of settlements, or damage their separate identity, either individually or cumulatively with other existing or proposed development.* The proposal would not lead to any physical or visual coalescence.

Furthermore, the proposal does not indicate whether the development would have external lighting along the internal road proposed, which along with light coming out of the properties themselves, would also add to the light pollution in this part of the countryside and increase the presence of the development on the subject site. Whilst external lighting along the internal road would add to visual impacts, it would not add significantly over and above to the lighting that would be perceived from the houses proposed and, in any event, the external lighting can be suitably designed to minimise effects.

In conclusion, considering my review of the proposal in relation to prevailing landscape policy, a limited harm to the visual amenity and landscape/scenic quality of the Tylney Character Area is identified. The level of harm would not amount to an adverse impact such as to conflict with the objectives of Policy NBE2 of the HLP32, Policy 5 of the HNP32 and the NPPF in this regard.

## DESIGN / CHARACTER AND APPEARANCE

Policy NBE9 of the HLP32 and saved policy GEN1 of the HLP06 seek to ensure that development achieves a high-quality design and that it would positively contribute to the overall character of the area. The NPPF 2021 (para. 130) also reinforces the need to promote good design in developments and states that decisions should ensure that developments will:

- Function well and add to the overall quality of the area not just for the short term but over the lifetime of the development;
- are visually attractive as a result of good architecture, layout and appropriate

- and effective landscaping; and
- are sympathetic to local character ..., including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).

Policy 11 of the HNP32, requires development proposal to consider design principles and Policy 12 states that development should make a positive contribution to Hook's character. It requires the use of good quality materials, building styles and features in keeping with Hook, suitable boundary treatments, high quality routes for people/wildlife to connect green infrastructure, variety in type/size of buildings, good quality, well designed outdoor green space (private /shared) providing native tree cover and improved biodiversity, discrete siting of ancillary features (bin stores, recycling storage, cycle stores, meter boxes, flues and ventilation ducts).

The residential development proposes a layout with a 'T' shaped internal road, the dwellings proposed would all address the internal road. There are 4 dwellings proposed along the B3344 frontage but only one has its main elevation facing it, the other three dwellings have their flank elevations facing onto it. However, no concerns area raised to this orientation as they are set well back from the B3344 (between 15m -23m away) with intervening landscaping. The rest of the properties in the development would have a satisfactory relationship with the public domain that is being proposed as they are facing onto it.

The scale of the properties is proposed at two storeys, which displays suitable proportions. The corner properties would have dual active frontages and the elevational design would display a range of materials which would be combined in a different manner to provide variety in character and appearance. The overall design of the houses would reflect that of adjoining development to the south on either side of the B3344.

The design proposed would be complemented with soft landscaping areas along the frontage and flanks of the dwellings to provide setting and soften associated impacts resulting from pavements, road, and parking. The green space proposed to the western end of the site would have footpaths integrated into it and the plans show there would be an attempt to link it to the ProW running south in proximity to the western boundary.

Therefore, the proposal would be in accordance with Policy NBE9 of the HLP32, saved Policy GEN1 of the HLP06, Policy 5 of the HNP32 and the aims of the NPPF 2021 in terms of design, character and appearance of the settlement edge.

#### IMPACTS UPON NEIGHBOURING AMENITY

Policy NBE11 of the HLP32 supports development which does not give rise to, or would not be subject to, unacceptable levels of pollution. Saved policy GEN1 of the HLP06 supports development that, amongst other requirements, causes no material loss of amenity to adjacent properties.

Paragraph 130 of the NPPF 2021 advises that planning decisions should ensure that developments achieve a high standard of amenity for existing and future users and also do not undermine quality of life for communities.

Whilst the site, adjoins residential development to the south, no material impacts are anticipated. The reason being that the adjacent properties to the south of the site would be at an approximate distance of 24.5m to the boundary of the site. The closest property to this

south boundary and these adjacent existing dwellings would be plot 5 at a distance of 10m. The existing properties and plot 5 are not facing each other and those properties of the development (plots 3-4) which rear elevation is facing south (towards existing adjacent properties) would be sited 16m away from the boundary. Additionally, it is noted there is intervening mature/dense landscaping all along the south boundary of the site.

Other existing residential/ commercial development to the north, east and southeast is at a sufficient distance from the proposed properties and therefore not impacts are anticipated.

As such, there would not be material neighbouring residential impacts arising from the proposal, it would therefore, be in compliance with policies of the HLP32, HLP06, the HNP32 and also the aims of the NPPF 2021 in this regard.

### ACCESSIBILITY OF THE SITE, HIGHWAY SAFETY, PARKING

Policy INF3 of the HLP32 states that development should promote the use of sustainable transport modes prioritising walking and cycling, improve accessibility to services and support the transition to a low carbon future. Saved policy GEN1 of the HLP06 supports developments that do not give rise to traffic flows on the surrounding road network which would cause material detriment to the amenities of nearby properties and settlements or to highway safety.

The NPPF advises that sustainable development is at the heart of the planning system and in this regard, locational considerations are key to achieving it.

NPPF paragraph 110 requires that the assessment of specific applications for development should ensure that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 112 of the NPPF requires development to give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport.

The site is located directly adjacent to the designated Settlement Boundary of Hook. The proposed development would be in countryside to the north of the settlement. The site is approximately 1 mile/1.6km to Hook District Centre, which is located to the south of the site via the B3344. The nearest bus stops are approximately 0.9 miles/ 1.4km to the south on London Road and Hook Railway Station is approximately 1.1 miles/1.8km to the southwest (southern end of Hook town centre). These facts are acknowledged in the applicant's submission, and it is noted that there is a modest error in the Local Highway Authority (LHA) comments which state an incorrect distance between the site and the town centre.

The site is not in an isolated location but is adjacent/close to the northern most section of the Hook Settlement Boundary. Currently pedestrian/cycling facilities to reach Hook town centre are extremely limited as the site is not easily or safely accessible. The existing connections with the settlement are via an existing unlit narrow footpath along the western side of the B3344, which improves slightly once it reaches and continues within the settlement. The one other connection is ProW no.24 to the west of the site; however, this is an unpaved/unlit connection. The B3344 features luminaires but directed to the road, not to the narrow footpath, which is also not overlooked for the most of its length. Both routes are currently unsuitable for children or prams/buggies. It is also noted that despite the settlement extensions immediately south of the site, there is no pedestrian/cycling infrastructure along the B3344 either connecting them to routes leading to Hook town centre. The site therefore is not easily accessible and would (noting that is currently undeveloped) mainly be accessible via private motor vehicles, as no public transport runs along the B3344.

The applicant's submission makes reference to the Manual for Streets (MfS), which is current and up to date guidance from the Department of Transport. This submission makes reference to statements contained in MfS stating that walkable neighbourhoods are typically characterised by having arrange of facilities within 10 minutes (0.5 mile/ 0.8km). This is consistent with the references made by the applicant to the IHT Guidance in 2.2 table included in their Transport Statement, which clearly shows that the preferred maximum distance to town centres to be 800m /0.8km.

From the distances set out above, the application site would be outside of typical 'walkable neighbourhood' distances as acknowledged by the applicant and considering the hostile / vehicle orientated environment along the BB3344 with vehicles moving at 40 m/hr or higher (in reality), the existing conditions are unsuitable for sustainable modes of transport. Access to local services is also constrained by the distances to them. As such prospective occupiers would rely on private motor vehicles for daily trips (e.g., primary schools are located south of London Road and east of town centre, 0.9 miles from site access point).

The submission proposes to upgrade 165m of the existing footpath along Reading Road by increasing its width to two metres. Whilst this is a positive of the proposal, the associated distances involved to reach facilities, the unlit footpath and lack of natural surveillance, would likely be a deterrent for prospective occupiers of the development to make walking/cycling journeys on a regular basis. Moreover, the submission states that distances that are almost twice as long as those advised as maximum /preferred by documents referred to above are 'acceptable distances', which is unacceptable.

Moreover, the extension to Hook settlement that is still under construction and is located the opposite side of the B3344 between the application site and London Road to the south, included the provision of a food retail store (potentially Sainsburys) on the corner north-eastern corner of the intersection formed by the B3344 and London Road. This intersection would be 0.5 miles/10-minute walk from the entrance to the site. However, the accessibility concerns raised above for the occupiers to this future facility would equally apply due to the lack of footpath/pavements and pedestrian crossings along the B3344.

It is noted that while paragraph 72 of the NPPF 2021 allows for entry-level exception sites to adjoin settlements, however they should still benefit from easy access to facilities, goods and services offered by the settlement they adjoin. Nevertheless, given the characteristics of the settlement and manner in which the settlement has grown in recent years to the north, the resulting distances involved above and more importantly the rather harsh environment along the B3344 for pedestrian/cyclists, the accessibility of the site and its relationship to the town centre of Hook and/or public transport facilities is not satisfactory.

With regards to Highway Safety, the LHA raised safety concerns in their holding objection about the swept path analysis provided for a refuse collection vehicle (RCV) entering/exiting the site, as the RCV turning into/out of the site would end up encroaching onto the carriageway with oncoming traffic. The applicant submitted revised swept paths analysis and further comments are awaited from the LHA.

Swept paths submitted along the internal road proposed would not raise concerns as a fire tender and the RCV would be capable to turn and reverse satisfactorily on the 'T' junction of the internal road. Neither of these vehicles would require reaching the end of each arm of the 'T' road to service the properties at either end as there are bin collection points proposed for the use of the properties located towards either end of the road. Therefore, no concerns are raised about manoeuvring of these large vehicles along the internal road proposed.

The LHA also raised concerns about the visibility splays for the site access proposed, as there are mature trees along the B3344 frontage that would restrict required visibility for vehicles coming out of the site.

Lastly, with regards to parking, the site is outside the settlement boundary of Hook, which according to Hart's interim Guidance the site would fall in parking standard zone 3. The applicant has used parking standard zone two. The resultant car parking provision is shown below.

Dwellings type	Number of units	Allocated Spaces	Visitor Spaces
2-bed	14	28	7
3-bed	6	18	2
Total	20	46	9

The car parking spaces would be located in close proximity of the main entrance to the properties in most cases. In other instances where this would not be possible, the spaces are provided as near as possible to their corresponding dwelling.

The submission provides cycle storage (2x cycles) within the rear gardens of the dwellings. This is not normally encouraged, however due to limited space available at the front of the dwellings, this is likely to be acceptable in this instance.

In conclusion, the development proposal would have an unsatisfactory relationship with the settlement in terms of access to the services/goods offered by Hook and its town centre. It would be remote and there is very limited access by sustainable modes of transport. The proposal would not meet the accessibility/sustainability objectives set out in policies SD1, SS1 and INF3 of the HLP32 and paragraphs 110 and 112 of the NPPF as to achieve a sustainable development in this regard.

Notwithstanding the above conclusion, in other respects the proposed development could

comply with highway safety requirements (subject to further confirmation from LHA) and whilst below the interim adopted guidance provision, adequate car parking provision would be provided.

## FLOOD RISK AND DRAINAGE

Policy NBE5 (Managing Flood Risk) of the HLP32 sets out five criteria when development would be permitted, in this case the applicable criteria are:

- Over its lifetime it would not increase the risk of flooding elsewhere and will be safe from flooding;
- If located within an area at risk from any source of flooding, now and in the future, it is supported by a site-specific flood risk assessment and complies fully with national policy including the sequential and exceptions tests where necessary;

Flood mapping indicates that various parts of the application site falls within Flood Zones 1, 2 and 3. The built form of the proposal has been proposed in Flood Zone 1 and the open space proposed to the northwest of it is the area of the site that falls within Flood Zones 2 and 3. The proposal was accompanied by a site -specific assessment that has been analysed by the Environment Agency (EA) and the Local Lead Flooding Authority (LLFA) and have raised no objection. They are satisfied that the flooding and drainage strategy would satisfactorily deal with the flooding characteristics of the site and that adjoining land would not experience any increase of flooding. The Council's Drainage Officer has recommended planning conditions be imposed, as detailed in the Consultee comments section above.

If all other matters were acceptable, conditions recommended by the EA and the LLFA would have been included and as such the application is acceptable in terms of flood risk and drainage in line with Policy NBE5 of the HLP32 and the aims of the NPPF 2021 in this regard.

## BIODIVERSITY, TREES AND LANDSCAPING

With regards to biodiversity, Policy NBE4 of the HLP32 states that: 'In order to conserve and enhance biodiversity, new development will be permitted provided:

- c) It will not have an adverse effect on the integrity of an international, national or locally designated sites.
- b) It does not result in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss;
- c) opportunities to protect and enhance biodiversity and contribute to wildlife and habitat connectivity are taken where possible, including the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations. All development proposals will be expected to avoid negative impacts on existing biodiversity and provide a net gain where possible'.



The Council's Biodiversity Officer is satisfied with the reports and recommendations contained therein to provide habitats for species that may use the open space proposed and adjoining green land. The Biodiversity Officer has raised no objection to the development subject to planning conditions to secure incorporation of habitat features, protection measures during construction and biodiversity enhancements to demonstrate biodiversity enhancements proposed in the Ecological reports.

With regards to trees, saved policy CON8 states that where development is proposed which would affect trees, woodlands or hedgerows of significant landscape or amenity value planning permission will only be granted if these features are shown to be capable of being retained in the longer term or if removal is necessary new planting is undertaken to maintain the value of these features.

None of the trees on site are afforded any protection (e.g., Tree Preservation Order). The submission proposes to remove one of the trees along the B3344 frontage, close to the southern boundary of the site and two small trees along the western boundary the site. The submission includes trees retention and protection measures. The Tree Officer raised concerns about pressure on mature trees along the southern boundary of the site that may be imposed by plots 2 and 5 which are the closest to the boundary, however most of the mature trees are located outside the application site. Had this application been recommended for approval, planning conditions would have been suggested requiring compliance with tree protection measures and other arboricultural information submitted.

Lastly, the submission is accompanied by an indicative landscape master plan, depicting a more strategic landscape strategy. The Landscape Architect raised concerns as the master plan lacks specific details and it currently shows an insufficient amount of tree planting in many areas across the site. The NPPF strongly encourages the planting of trees. The applicant submitted a revised masterplan showing an increase in tree planting in the open space, strategic tree planting in the rear gardens and additional trees on the internal road and along the B3344 frontage. The information however lacks detail in number of trees and details of tree pits. Had this application been acceptable, planning conditions would have been suggested to secure the submission of a detailed landscape strategy.

Overall, therefore, had this application been acceptable, planning conditions would have been suggested to secure implementation of biodiversity enhancements (mitigation), tree retention and protection and detailed landscape strategy, so the proposal could meet objectives of policy NBE2 and NBE4 of the HLP32, saved policy CON8, policies HK5, Hk11 and Hk12 of the HNP32 and the aims of the NPPF in this regard.

#### THAMES BASIN HEATHS SPECIAL PROTECTION AREA

Policy NBE3 of the HLP32 seeks to protect the Thames Basin Heaths Special Protection Area (SPA). South East Plan policy NRM6 requires adequate measures to avoid or mitigate any potential adverse effects on the Special Protection Area (SPA). The Habitats Regulations 2017 (as amended) and The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 require Local Planning Authorities (as the Competent Authority) to consider the potential impact that a development may have on a European Protected Site. In this case this relates to the Thames Basin Heaths Special Protection Area (TBHSPA).

The SPA is a network of heathland sites which are designated for their ability to provide a habitat for the internationally important bird species of woodlark, nightjar and Dartford warbler. The area is designated as a result of the Birds Directive and the European Habitats

Directive and protected in the UK under the provisions set out in the Habitats Regulations. These bird species are particularly subject to disturbance from walkers, dog walkers and cat predation because they nest on or near the ground.

Policy NBE3 of the HLP32 and saved policy NRM6 of the South-East Plan 2009, make clear that when considering development proposals for residential or similar forms of development, there is an 'zone of influence' set in between 400m – 5km linear distance from the TBHSPA boundary. Thus, mitigation measures are required for all net new dwellings and must be delivered prior to occupation and in perpetuity. Measures must be based on a combination of Strategic Access Management and Monitoring (SAMM) and access to or provision/maintenance of Suitable Alternative Natural Greenspace (SANG)

The application site falls within the 5km zone of influence around the SPA. The proposal therefore requires mitigation to comply with the objectives of the aforementioned policies. The submission conveyed and the applicant expressed through the planning application that access to the Hook Parish Council (HPC) strategic SANG would be secured. HPC confirmed in their latest set of comments that subject the LPA approving the proposal on the basis of their recommendations, then they would allocate SANG for the development.

As it stands, whilst the applicant can obtain access to a strategic SANG to secure SPA mitigation, including SAMM, it is not yet in place as it can only be legally secured through a legal agreement which does not accompany the application. As such, the proposal would conflict with the objectives of policy NBE3 of the HLP32, saved policy NRM6 of the South-East Plan 2009, policy HK11 of the HNP32 and the aims of the NPPF in this regard.

## CLIMATE CHANGE

On 29<sup>th</sup> April 2021 Hart District Council agreed a motion which declared a Climate Emergency in Hart District. Policy NBE9 of the HLP32 requires at criteria (i) and (j) for proposals to demonstrate that they would:

- reduce energy consumption through sustainable approaches to building design and layout, such as through the use of low-impact materials and high energy efficiency; and
- they incorporate renewable or low carbon energy technologies, where appropriate.

The proposal as submitted did not contain any information to address these requirements of design policy NBE9. As part of discussions held with the applicant it was made clear that the major residential proposal under consideration was a candidate to make a meaningful contribution to address climate change. The applicant subsequently submitted an Energy Statement.

The statement indicates that the development proposed would make use of a highly efficient building fabric and mechanical specification to deliver an emissions reduction above those required by buildings regulations. It also states that the proposal would incorporate solar photovoltaic panels to add to the carbon emission savings, despite the proposal incorporating gas boiler heating systems. No information relating to other energy efficiency measures has been submitted. This is particularly relevant to policy NBE7 (Sustainable Water Use) which encourages water efficiency measures to be incorporated due to the proactive approach Hart has taken to Climate change. Members will be aware that the Government is introducing higher standards for home insulation through Building Regulations

(Part L) later this year.

The Transport Statement states that the dwellings would be provided with the necessary infrastructure as to provide occupiers with the opportunity to install Electric Charging Points, if they wish to, in the future. However, the national requirement for Electric Vehicle (EV) charging in new developments will become mandatory from 15 June 2022.

It is considered that a residential scheme of 20 homes is appropriate to incorporate renewable and low carbon energy (in line with Policy NBE9(j) of the HLP32). Members will be aware on recent schemes considered at Planning Committee that the Council has achieved reductions in the need for energy use through the fabric first approach, and then 20% of the resultant energy needs (both regulated and unregulated) via on-site renewable or low carbon technology.

This is important given the Council's declaration of a Climate Emergency, but also given the proposal is for affordable homes for people in housing need, that we seek to prevent the effects of fuel poverty.

The results of the applicant's calculations submitted show that the development would achieve carbon savings over the existing Building Regulations requirements of at least 25%. If the application had not been appealed the Council would have sought the provision of on-site renewable or low carbon technology.

## EQUALITIES

With regard to equality, the Council has a duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics and those who do not under the Equalities Act. The application raises no concerns about equality matters.

## PLANNING OBLIGATIONS

Policy INF1 of the HLP32 states that 'Where required to make otherwise unacceptable, development acceptable, development proposals must make appropriate provision for infrastructure, on and off-site, and/or through financial contributions to offsite provision.

Planning obligations secured through Section 106 of the Act. Agreements will be used to provide necessary site related infrastructure requirements such as new access arrangements, provision of open space and other community infrastructure, local highway/transportation mitigation and environmental enhancements.

The only consultee raising planning obligation matter was the Education Service from Hampshire County Council (HCC). Their feedback makes clear that the development would generate 6 additional primary age children and 5 secondary age children. They confirmed the potential children could be accommodated Hook Infant and Hook Junior School; however, they state that Robert Mays Secondary school is forecast to be full to its current published admissions numbers and therefore additional children will put a pressure on the schools teaching spaces.

HCC states that the cost per additional secondary school place is £25,162 and hence a total contribution of £105,680.40 (4.2 x £25,162) is required. However, it would appear that HCC would seek to use the contribution towards facilities improvements, as they state there is a priority to remodel/expand two food technology classrooms to improve the teaching/earning

experience of students.

The applicant, however, has cited other residential schemes recently granted planning permission, they are located in Hook Parish and children generated from them would attend the same schools referred to above. The applicant states that one of those developments (more than 10 dwellings) were not requested any education contribution and the other involving 30 dwellings, was requested to provide an education contribution of £50,000 towards improvement of facilities.

Notwithstanding this, each proposal is considered on its own merits, it would appear from the HCC comments that the money would not be specifically used to increase capacity to accommodate as a whole additional the secondary age children generated by the proposal, but it is acknowledged that it would improve the secondary school facilities. Considering the comments of the applicant, it appears that a scheme with less dwellings and one less forecasted secondary pupil would trigger a higher contribution than a larger scheme with only one more forecasted secondary pupil.

The LPA has the duty to consider the test for planning obligations set out in paragraph 57 of the NPPF, these being:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

It is accepted that a) and b) above are met, as the development would result in additional pupils to primary/ secondary school in the parish. However, there are, at this stage, reservations in terms of c) above. As such had this application been recommended for approval, clarification would have been sought from HCC about the contributions requested, so costing details of the specific improvement/expansion project were provided. This would allow to determine whether the financial contribution requested from the scheme would be, for example, contributing towards the project or covering it in full to then establish what would be fairly and reasonably related to scale and kind of the development in front of the LPA for determination.

There would not be other financial contributions sought by consultees, but there are several other matters that would have had to be secured via a legal agreement if the application had been supported by the Council, namely:

- The in-perpetuity access and /or sale discount to the Housing proposed by prospective purchasers.
- Eligibility criteria to access the proposed housing and its management going forward.
- Management of communal areas (public domain within the site and open space)
- Improvements to footpath along the B3344
- SPA mitigation, including financial payment towards SAMM

## OTHER PLANNING CONSIDERATIONS

- Building for a Healthy Life

This manual is a design tool to help create places that are better for people and nature.

Paragraph 133 of the NPPF requires Local Planning Authorities to make appropriate use of available tools for assessing and improving the design of development. The application has been considered against the three main assessment areas which break down in several considerations and are scored as a traffic light system Green, Amber and Red, these are below.

Integrated Neighbourhoods – Red Score	
Natural connections:	The road layout in the site is simple and logically connects all houses within the development. However, the development would largely sit on its own and would not be connected to the adjoining residential area to the south (within the settlement). The layout depicts a footpath towards the adjacent residential area but delivery of this is uncertain as no indication has been given by the applicant that adjoining landowner is in agreement to this plus there would have to be a section of footpath constructed within the adjoining land to connect to their footpath network. Other connections are footpath fronting the BB3344 (proposed for improvements) and ProW no. 24 west of the site, but as assessed in main report above at para. 94-98, the site is not well integrated to the settlement despite being adjacent to it.
Walking/cycling/public transport	The site is located adjacent to the northern most section of the settlement, whilst it may be possible to cycle in certain circumstances, safe/suitable routes to the core of the settlement are extremely limited. The site is located in a road where there is no public transport and occupiers would have to walk 0.9 miles to the nearest bus stop in London Road (south of the site). As such the site is located in an area with a lack of facilities to walking, cycling and public transport.
Facilities/services	The site is approximately 1 mile/1.6km to Hook District Centre, which is located south via the B3344. Bus stops are approximately 0.9 miles/ 1.4km to the south on London Road and Hook Railway Station is approximately 1.1 miles/1.8km to the southwest (southern end of Hook town centre). Primary Schools in Hook are just outside the town centre to the east along with other community facilities. Given the distances and the quality of environment along the B3344 which is the only available unlit paved narrow route linking the settlement (widening proposed), the occupiers would likely make use of private motor vehicles for most of their daily journeys.
Homes for everyone	The development provides a satisfactory mix of housing of 2 and 3 bedrooms with the associated facilities they require (gardens and parking).

	The housing provision is entry level homes as opposed to a typical mixed scheme with market/affordable housing.
Distinctive Places – Green Score	
Making most of what's there	<p>The development would be mainly contained within the site and takes advance of the landscape along the perimeter. The layout proposed provides opportunity to implement a robust landscaping strategy to reduce impacts on countryside and its visual landscape.</p> <p>The inclusion of open space to the north-western section of the site and landscape improvements to it would soften the most sensitive edge of the site as it adjoins countryside.</p>
Memorable character	The development would provide a well-designed residential environment. It would have housing styles/ architecture that is similar to adjoining residential areas that fall within the settlement. The use of robust materials with different colours/tones and textures would complement the overall character of the subject development to integrate it to adjoining housing.
Well defined streets/spaces	The internal road/ footpaths in conjunction with the arrangement, siting, scale, orientation of dwellings and boundary treatments; would all provide a good level of definition of the common and private spaces within the development.
Easy to find your way around	Because of the small scale of the development, it would not be difficult for residents or visitors to orientate themselves within the development.
Streets for All – Green Score	
Healthy streets	<p>The internal road would facilitate access to all highway users and the arms of the 'T' shape road would feature a section of shared space, the geometry of the internal road would contribute as a traffic calming feature.</p> <p>The housing proposed overlooks the internal road/footpaths to provide a sense of security to occupiers that of the development.</p>
Cycle/car parking	

	<p>The proposal provides car parking facilities mainly to the frontages which are conveniently accessible from the homes they serve. Unallocated parking is proposed throughout the development. They are interspersed between green areas and front gardens, which contributes to their integration.</p> <p>There is a small parking courtyard proposed and one of the dwellings would be accessed from it, and therefore overlooking it at close range.</p> <p>There would be provision of 2 cycle spaces per dwelling, the cycle storage provision is located to the rear garden which along with the lack of cycle infrastructure surrounding the site would unlikely encourage residents to use this alternative mode of transport.</p>
Green/blue infrastructure	<p>The layout of the development provides a satisfactory framework to achieve a robust soft landscaping within the site to enhance the setting/biodiversity that surrounds the development site.</p> <p>The site adjoins the Great Sheldon Stream and environmental improvements were requested by the EA to achieve a satisfactory buffer zone with improvements to landscaping along the section of the stream in proximity to the boundary of the site.</p>
Back of pavement/front of home	<p>The proposal provides defined frontages which are suitably defined with the car parking spaces, green landscaped areas between them All these features contribute to define public/ semi- private spaces.</p> <p>Private outdoor space is well defined from the public realm by robust boundary treatments including fences, some adjoin green areas which would also feature hedges and other planting.</p>

The above table also demonstrates that the proposed development would fail the Building for a Healthy Life assessment, the proposal would not be well integrated and connected to the settlement which would fail one of the three objectives of Building for a Healthy Life.

### PLANNING BALANCE

Section 70(2) of the Town and Country Planning Act 1990 (“TCPA 1990”) provides that the decision-maker shall have regard to the provisions of the development plan, so far as material to the application. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

The Hart Local Plan (Strategy & Sites) 2032 is a recently adopted and up to date development plan document. In determining an application, the decision maker must also have due regard to the NPPF. Paragraph 72 of the NPPF is relevant. It is appropriate to consider the public benefits which would arise from this proposal.

- Social Benefits.

The proposal would deliver affordable housing in the form of first-time buyers housing (Discounted Market Sale and Shared Ownership) comprising 2- and 3-bedroom dwellings. The provision of new housing in general and affordable housing is a significant benefit, however the weight afforded to the type of affordable housing provision is limited.

The reason being that HLS21 document shows the Council currently has a housing land supply of 10.4 years and a Housing Delivery Test result is 210%. Also, the housing trajectory contained in Appendix 9 of the HLS21 comprising 2014 -2032 estimates a housing provision of 7,978 homes by 2032 overall which would be above the housing requirement figure set out in the HLP32 for the Plan period. Also, there will be significantly more affordable housing expected than previously predicted when the HLP32 was examined and found sound.

Latest predictions are that around 2,000 affordable homes (around 350 more affordable homes) will be provided. This context of positive affordable housing delivery, including homes suitable for first time buyers, beyond that originally envisaged when the plan was examined, reduces the benefits of an entry level exception site. Also at a 25% discount, in Hart district's context, these homes will not help those most in need. Furthermore, there is doubt as to the status of the entry level exception site policy in light of the Written Ministerial Statement on First Homes which clearly states that the Government is replacing this policy with a First Homes exception site policy.

The social benefits arising from the development are significantly reduced by the fact that Hart is delivering significantly greater numbers of affordable homes than was originally envisaged when the local plan was found sound at examination and by the level of discount for the discount market homes (25%) which is lower than that required by the Government for First Homes which are intended to replace the notion of 'entry level' homes.

- Environmental Benefits

The proposal would develop countryside land, causing a limited harm to the visual amenity and landscape/scenic quality of the Tynney Character Area and the countryside as a whole. There would be landscape and biodiversity improvements as a result of the proposal, however they are mitigation measures by the introduction of built form on this greenfield site. Hence, they do not have any weight in the planning balance.

The site is not regarded to be in a sustainable location, given the characteristics of the settlement. The manner in which it has grown in recent years to the north has resulted in the site being located to significant distances to services/ goods and community/ public transport facilities. Even when considering the proposed improvement to a footpath along the B3344 (mitigation measure to connect the site to the edge of the settlement with a proper footpath), this route is within a harsh environment for pedestrian/cyclists, it is not overlooked and not directly lit, as such the location and accessibility of the site is not satisfactory.

The proposal, as it stands, has not legally secured SPA mitigation (SANG and SAMM) and



as such an adverse negative effect arising from the development to the ecological integrity of the Thames Basin Heaths Special Protection Area cannot be ruled out. In any event this is mitigation/avoidance measures, there is not benefit attracted thus no weight is given to this.

The proposal would provide carbon emission savings of at least 25% over the Building Regulations' requirements once completed and the houses would be provided with infrastructure to install electric charging point for any prospective occupiers owning electric vehicles. This, however, has to be considered along with the fact that currently the site is not contributing negatively to climate change as it is a green field. Given all the environmental impacts and carbon footprint arising from its construction, there are negative environmental impacts identified.

Therefore, given the above there would not be environmental benefits arising from developing this countryside land. It is acknowledged that the site and surrounding land is not exemplary landscape, however it displays a pleasant character and contributes positively to the setting of the settlement and therefore the limited negative effects to the environment would be caused by the development proposal and unsustainable location of the site would weigh heavily against the proposal.

#### - Economic Benefits

They would temporarily arise through the construction of the development, potential for sourcing resources from the locality and indirect effects through limited expenditure of wages of construction workers in the wider area. The expenditure arising from occupiers of the development would not, in this case, have any weight as the housing would be accessed by people already living and spending in the district.

Additional income from Council Tax would essentially mitigate for the public services required by the development, as such it is not an economic benefit. The economic benefits arising from the proposal, therefore, are very limited.

The presumption of sustainable development is not applicable in this case, as the housing policies of the development plan are up-to date, the Council can demonstrate a housing land supply provision of over 10 years and there are also protected assets of particular importance involved in the assessment of this proposal. The Council considers that the environmental harm arising from developing an unsustainable site and the material conflicts this presents with the objectives of the relevant policies of the HLP32 to be of significance and they would outweigh the limited benefits arising from this development proposal, as discussed above.

NPPF paragraph 15 states that 'The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.'

This entry level exception site policy within the NPPF would undermine the plan-led approach that is at the heart of the UK planning system and central to the NPPF. The contradiction between a plan led system, which sets out for a local area what is sustainable development, and the entry level exception site policy has been considered in the assessment of this application. The plan-led system should not be set aside when focussing on the entry level exception sites, particularly when considering that the Government is replacing the Entry-Level exception policy with a First Homes exception site policy.

The above planning assessment and planning balance has had regard to paragraph 72 of the NPPF and the NPPF as a whole. However, the proposal presents material conflicts with the adopted spatial strategy and sustainable development objectives, management of countryside land and housing policies of the adopted HLP32, which is sound, in-date and consistent with the NPPF.

Furthermore, there has been a strong delivery of affordable housing (including those suitable for first time buyers and those looking to rent their first home) and will continue for the remaining of the Plan period which is beyond that originally envisaged when the HLP32 was examined and found sound. As such there is no justification in this case to allow this residential scheme outside settlement boundary in an unsustainable location, in conflict with policy objectives of the HLP32.

## **CONCLUSION**

The proposed development has been assessed against the relevant development plan policies and material considerations. If material considerations do not indicate otherwise than the Council should follow the policies of the adopted development plan. The provisions of the development plan, which include the spatial, countryside and affordable housing policies have been given full weight and consideration in the planning assessment process.

It is recognised that the proposed development would bring some planning benefits, most notably in respect of the delivery of homes for first time buyers and temporary job creation. There would be limited economic benefits. However, the conflicts with the development plan that have been identified in this report along with the identified harm resulting from the proposal would significantly outweigh the limited benefits discussed above.

Given the material conflicts set out within the report, it would have been recommended that Members refuse the application. In this case, whilst determination of the application is no longer possible, to assist progress of the appeal an indication of the likely decision member would have resolved is requested.

The officer recommendation with reasons for refusal are set out below:

## **OFFICER RECOMMENDATION – REFUSAL for the following reasons**

1. The proposed development would fail to comply with the site size requirement as set out in paragraph 72 of the NPPF, as it is larger than 1 hectare (land included within the red outline of the location plan). As such the proposed development would conflict with paragraph 72 of the NPPF 2021.
2. The proposed development conflicts with the spatial strategy of the adopted Hart Local Plan (Strategy & Sites) 2032 as it is located outside designated settlement boundaries in countryside in an unsustainable location. The site lacks suitable pedestrian routes, highway crossings, cycling and public transport infrastructure, which along with the distances involved to reach services, goods and public transport within the adjoining settlement would result in a development being remote and residents would be likely to be reliant upon private motor vehicles for most journeys. The proposal would therefore represent unsustainable development in conflict with sustainable transport objectives to reduce reliance on motor vehicles. As such, the proposal is contrary Policies SD1, SS1, and INF3 of the Hart Local Plan (Strategy &

Sites) 2032, Policy HK1 and overall objectives of the Hook Neighbourhood Plan 2032 and paragraphs 110 and 112 of the NPPF 2021.

3. There is no exceptional justification to permit the proposal. Hart district has a current housing land supply of 10.4 years with a housing delivery test of 201%. The Local Planning Authority is satisfied that current need for homes suitable for first time buyers or those looking to rent their first home is being met through delivery of appropriate development in accordance with the adopted Spatial Strategy. As such, there is no justification to permit the proposal in countryside in an unsustainable location. The proposal is in conflict with Policies SD1, SS1 and NBE1 of the Hart Local Plan (Strategy & Sites) 2032 and the aims of the NPPF 2021.
4. The site is located within 5km of the Hazeley Heath Site of Special Scientific Interest (SSSI) which forms part of the Thames Basin Heaths Special Protection Area (SPA). In the absence of any evidence that the test of no alternatives under the Conservation of Habitats and Species Regulations 2017 can be satisfied, or evidence that there are grounds of overriding public interest, the proposed development without securing SPA mitigation, either alone or in combination with other plans or projects, would be likely to have a significant adverse effect on the SPA. As such the proposal is contrary to adopted policy NBE3 of the Hart Local Plan (Strategy & Sites) 2032, saved policy NRM6 of the South-East Plan, policy HK11(5) of the Hook Neighbourhood Plan and paragraphs 180b and 181c of the NPPF 2021.
5. In the absence of any legally binding obligation to secure the in-perpetuity provision, access to and management of subsidised home ownership units, management of communal areas within the site, financial contributions towards education, the proposed improvement to the footpath south of the site and SPA mitigation, including SAMM contribution, all reasonably necessary to make the development acceptable, the proposed development would conflict with the requirements of policy INF1 of the Hart Local Plan (Strategy & Sites) 2032 and paragraph 55 of the NPPF 2021.

## **INFORMATIVES**

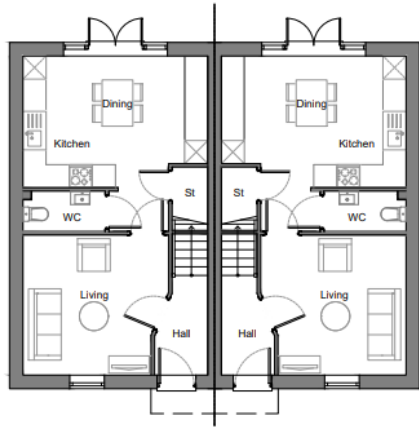
1. The Council works positively and proactively on development proposals to deliver sustainable development in accordance with the NPPF. In this instance, the proposed development was deemed to be unacceptable due to the above reasons and therefore the development was determined on the basis of the information provided.

## **RECOMMENDATION**

That the Resolution of the Planning Committee in relation the abovementioned proposal is recorded.



PROPOSED BLOCK PLAN



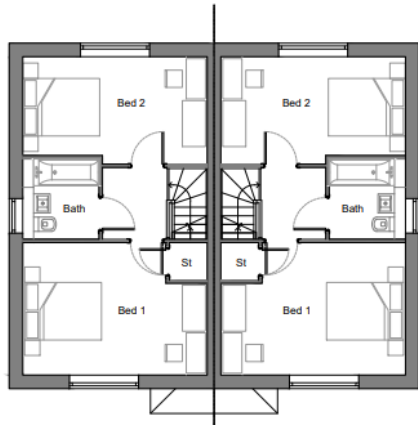
Ground Floor Plan  
2840 @ 79.6m<sup>2</sup> / 8517ft<sup>2</sup>



Front Elevation



Side Elevation



First Floor Plan



Rear Elevation



Side Elevation



Ground Floor Plan  
2840 @ 79.6m<sup>2</sup> / 8537ft<sup>2</sup>

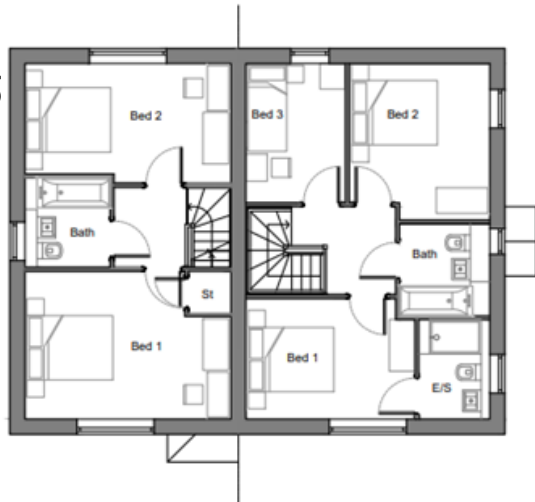
385P @ 97.6m<sup>2</sup> / 10520ft<sup>2</sup>



Front Elevation



Side Elevation



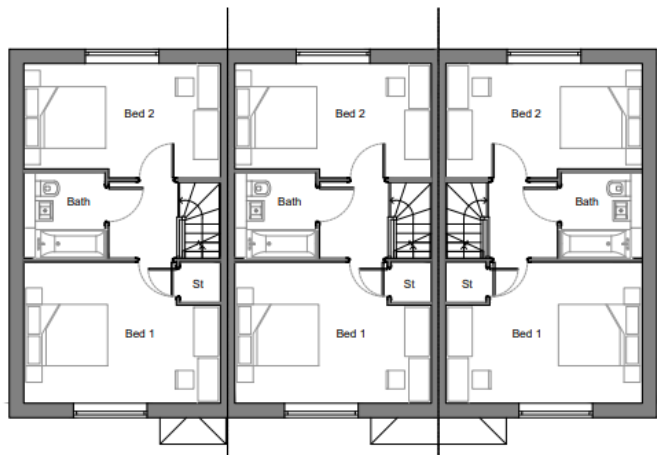
First Floor Plan



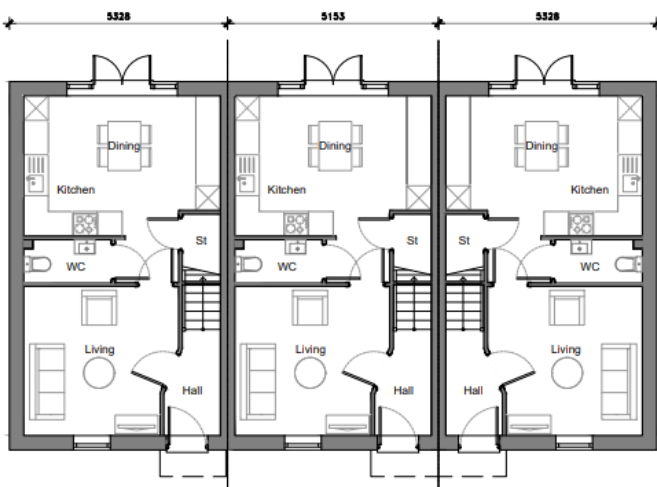
Rear Elevation



Side/Front Elevation



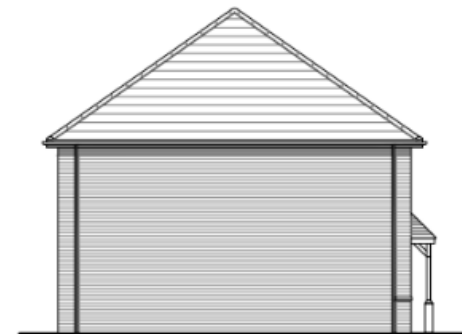
First Floor Plan



Ground Floor Plan  
284P @ 79.6m<sup>2</sup> / 8578ft<sup>2</sup>



Front Elevation



Side Elevation



Rear Elevation



Side Elevation

**TERRACE HOUSE TYPE 1**

**INDICATIVE FOOTPATH TO  
CONNECT DEVELOPMENT  
TO SETTLEMENT**







PROPOSAL CGIs



**HEAD OF PLACE**  
**REPORT TO THE PLANNING COMMITTEE OF**  
**2021-22**

**1. INTRODUCTION**

This agenda considers planning applications submitted to the Council, as the Local Planning Authority, for determination

**2. STATUS OF OFFICER'S RECOMMENDATIONS AND COMMITTEE'S DECISIONS**

All information, advice, and recommendations contained in this agenda are understood to be correct at the time of preparation, which is approximately two weeks in advance of the Committee meeting. Because of the time constraints, some reports may have been prepared before the final date for consultee responses or neighbour comment. Where a recommendation is either altered or substantially amended between preparing the report and the Committee meeting or where additional information has been received, a separate "Planning Addendum" paper will be circulated at the meeting to assist Councillors. This paper will be available to members of the public.

**3. THE DEBATE AT THE MEETING**

The Chairman of the Committee will introduce the item to be discussed. A Planning Officer will then give a short presentation and, if applicable, public speaking will take place (see below). The Committee will then debate the application with the starting point being the officer recommendation.

**4. SITE VISITS**

A Panel of Members visits some sites on the day before the Committee meeting. This can be useful to assess the effect of the proposal on matters that are not clear from the plans or from the report. The Panel does not discuss the application or receive representations although applicants and Town/Parish Councils are advised of the arrangements. These are not public meetings. A summary of what was viewed is given on the Planning Addendum.

**5. THE COUNCIL'S APPROACH TO THE DETERMINATION OF PLANNING APPLICATIONS**

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF).

It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. This means that any discussions with applicants and developers at both pre-application and application stage will be positively framed as both parties work together to find solutions to problems. This does not necessarily mean that development that is unacceptable in principle or which causes harm to an interest of acknowledged importance, will be allowed.

The development plan is the starting point for decision making. Proposals that accord with the development plan will be approved without delay. Development that conflicts with the development plan will be refused unless other material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date the Council will seek to grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Local Plan taken as a whole; or
- Specific policies in the development plan indicate that development should be restricted.

Unsatisfactory applications will however, be refused without discussion where:

- The proposal is unacceptable in principle and there are no clear material considerations that indicate otherwise; or
- A completely new design would be needed to overcome objections; or
- Clear pre-application advice has been given, but the applicant has not followed that advice; or
- No pre-application advice has been sought.

## **6. PLANNING POLICY**

The relevant development plans are:

- Hart Local Plan (Strategy and Sites) 2032, adopted April 2020
- Saved Policies from the Hart Local Plan (Replacement) 1996-2006 (updated 1st May 2020)
- Policy NRM6 (Thames Basin Heaths Special Protection Area) of the South East Plan (adopted May 2009)
- Hampshire, Portsmouth, Southampton, New Forest National Park and South Downs National Park Minerals and Waste Local Plan 2013
- 'Made' Neighbourhood Plans for the following Parishes: Crondall; Crookham Village; Dogmersfield; Fleet; Hartley Wintney; Hook; Odiham and North Warnborough; Rotherwick; Winchfield.

Although not necessarily specifically referred to in the Committee report, the relevant development plan will have been used as a background document and the relevant policies taken into account in the preparation of the report on each item.

## **7. THE NATIONAL PLANNING POLICY FRAMEWORK AND PLANNING PRACTICE GUIDANCE**

Government statements of planning policy are material considerations that must be taken into account in deciding planning applications. Where such statements indicate the weight that should be given to relevant considerations, decision-makers must have proper regard to them.

The Government has also published the Planning Practice Guidance which provides information on a number of topic areas. Again, these comments, where applicable, are a material consideration which need to be given due weight.

## **8. OTHER MATERIAL CONSIDERATIONS**

Material planning considerations must be genuine planning considerations, i.e. they must be related to the purpose of planning legislation, which is to regulate the development and use of land in the public interest. Relevant considerations will vary from circumstance to circumstance and from application to application.

Within or in the settings of Conservation Areas or where development affects a listed building or

its setting there are a number of statutory tests that must be given great weight in the decision making process. In no case does this prevent development rather than particular emphasis should be given to the significance of the heritage asset.

The Council will base its decisions on planning applications on planning grounds alone. It will not use its planning powers to secure objectives achievable under non-planning legislation, such as the Building Regulations or the Water Industries Act. The grant of planning permission does not remove the need for any other consents, nor does it imply that such consents will necessarily be forthcoming.

Matters that should not be taken into account are:

- loss of property value
- land and boundary disputes
- the impact of construction work
- need for development (save in certain defined circumstances)
- ownership of land or rights of way
- change to previous scheme
- or matters that are dealt with by other legislation, such as the Building Regulations (e.g. structural safety, fire risks, means of escape in the event of fire etc.). - The fact that a development may conflict with other legislation is not a reason to refuse planning permission or defer a decision. It is the applicant's responsibility to ensure compliance with all relevant legislation.
- loss of view
- matters covered by leases or covenants
- property maintenance issues
- the identity or personal characteristics of the applicant
- moral objections to development like public houses or betting shops
- competition between firms,

The Council will base its decisions on planning applications on planning grounds alone. It will not use its planning powers to secure objectives achievable under non-planning legislation, such as the Building Regulations or the Water Industries Act. The grant of planning permission does not remove the need for any other consents, nor does it imply that such consents will necessarily be forthcoming.

## **9. PLANNING CONDITIONS AND OBLIGATIONS**

When used properly, conditions can enhance the quality of development and enable development proposals to proceed where it would otherwise have been necessary to refuse planning permission, by mitigating the adverse effects of the development. Planning conditions should only be imposed where they are:

- necessary;
- relevant to planning and;
- to the development to be permitted;
- enforceable;
- precise and;
- reasonable in all other respects.

It may be possible to overcome a planning objection to a development proposal equally well by imposing a condition on the planning permission or by entering into a planning obligation. In such cases the Council will use a condition rather than seeking to deal with the matter by means of a planning obligation.

Planning obligations mitigate the impact of unacceptable development to make it acceptable in planning terms. Obligations should meet the tests that they are:

- necessary to make the development acceptable in planning terms,
- directly related to the development, and
- fairly and reasonably related in scale and kind.

These tests are set out as statutory tests in the Community Infrastructure Levy Regulations

2010. There are also legal restrictions as to the number of planning obligations that can provide funds towards a particular item of infrastructure.

## 10. PLANNING APPEALS

If an application for planning permission is refused by the Council, or if it is granted with conditions, an appeal can be made to the Secretary of State against the decision, or the conditions. Reasons for refusal must be:

- Complete,
- Precise,
- Specific
- Relevant to the application, and
- Supported by substantiated evidence.

The Council is at risk of an award of costs against it if it behaves “unreasonably” with respect to the substance of the matter under appeal, for example, by unreasonably refusing or failing to determine planning applications, or by unreasonably defending appeals. Examples of this include:

- Preventing or delaying development which should clearly be permitted, having regard to its accordance with the development plan, national policy and any other material considerations.
- Failure to produce evidence to substantiate each reason for refusal on appeal.
- Vague, generalised or inaccurate assertions about a proposal’s impact, which are unsupported by any objective analysis.
- Refusing planning permission on a planning ground capable of being dealt with by conditions risks an award of costs, where it is concluded that suitable conditions would enable the proposed development to go ahead.
- Acting contrary to, or not following, well-established case law
- Persisting in objections to a scheme or elements of a scheme which the Secretary of State or an Inspector has previously indicated to be acceptable.
- Not determining similar cases in a consistent manner
- Failing to grant a further planning permission for a scheme that is the subject of an extant or recently expired permission where there has been no material change in circumstances.
- Refusing to approve reserved matters when the objections relate to issues that should already have been considered at the outline stage.
- Imposing a condition that is not necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects, and thus does not comply with the guidance in the NPPF on planning conditions and obligations.
- Requiring that the appellant enter into a planning obligation which does not accord with the law or relevant national policy in the NPPF, on planning conditions and obligations.
- Refusing to enter into pre-application discussions, or to provide reasonably requested information, when a more helpful approach would probably have resulted in either the appeal being avoided altogether, or the issues to be considered being narrowed, thus reducing the expense associated with the appeal.
- Not reviewing their case promptly following the lodging of an appeal against refusal of planning permission (or non-determination), or an application to remove or vary one or more conditions, as part of sensible on-going case management.
- If the local planning authority grants planning permission on an identical application where the evidence base is unchanged and the scheme has not been amended in any way, they run the risk of a full award of costs for an abortive appeal which is subsequently withdrawn.

Statutory consultees (and this includes Parish Council’s) play an important role in the planning system: local authorities often give significant weight to the technical advice of the key statutory

consultees. Where the Council has relied on the advice of the statutory consultee in refusing an application, there is a clear expectation that the consultee in question will substantiate its advice at any appeal. Where the statutory consultee is a party to the appeal, they may be liable to an award of costs to or against them.

## **11. PROPRIETY**

Members of the Planning Committee are obliged to represent the interests of the **whole** community in planning matters and not simply their individual Wards. When determining planning applications, they must take into account planning considerations only. This can include views expressed on relevant planning matters. Local opposition or support for a proposal is not in itself a ground for refusing or granting planning permission unless it is founded upon valid planning reasons.

## **12. PRIVATE INTERESTS**

The planning system does not exist to protect the private interests of one person against the activities of another, although private interests may coincide with the public interest in some cases. It can be difficult to distinguish between public and private interests, but this may be necessary on occasion. The basic question is not whether owners and occupiers of neighbouring properties would experience financial or other loss from a particular development, but whether the proposal would unacceptably affect amenities and the existing use of land and buildings that ought to be protected in the public interest. Covenants or the maintenance/protection of private property are therefore not material planning consideration.

## **13. OTHER LEGISLATION**

Non-planning legislation may place statutory requirements on planning authorities or may set out controls that need to be taken into account (for example, environmental legislation, or water resources legislation). The Council, in exercising its functions, also must have regard to the general requirements of other legislation, in particular:

- The Human Rights Act 1998,
- The Equality Act 2010.

## **14. PUBLIC SPEAKING**

The Council has a public speaking scheme, which allows a representative of the relevant Parish Council, objectors and applicants to address the Planning Committee. Full details of the scheme are on the Council's website and are sent to all applicants and objectors where the scheme applies. Speaking is only available to those who have made representations within the relevant period or the applicant. It is not possible to arrange to speak to the Committee at the Committee meeting itself.

Speakers are limited to a total of three minutes each per item for the Parish Council, those speaking against the application and for the applicant/agent. Speakers are not permitted to ask questions of others or to join in the debate, although the Committee may ask questions of the speaker to clarify representations made or facts after they have spoken. For probity reasons associated with advance disclosure of information under the Access to Information Act, nobody will be allowed to circulate, show or display further material at, or just before, the Committee meeting.

## **15. LATE REPRESENTATIONS**

To make sure that all documentation is placed in the public domain and to ensure that the Planning Committee, applicants, objectors, and any other party has had a proper opportunity to consider further, or new representations no new additional information will be allowed to be submitted less than 48 hours before the Committee meeting, except where to correct an error of fact in the report. Copies of individual representations will not be circulated to Members.

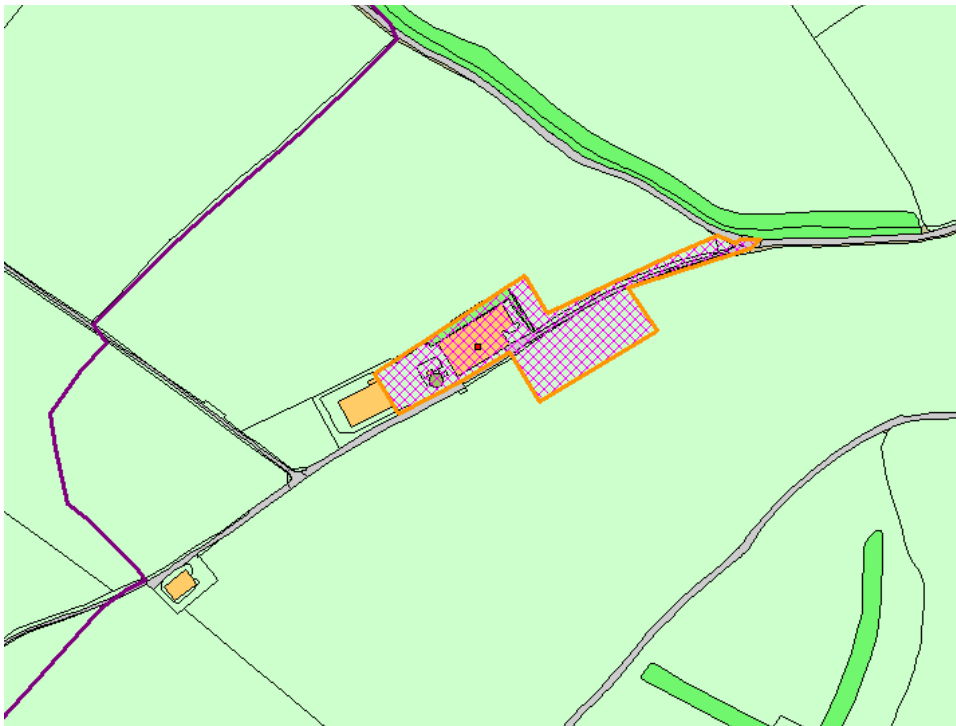
## 16. INSPECTION OF DRAWINGS

All drawings are available for inspection on the internet at [www.hart.gov.uk](http://www.hart.gov.uk)

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## COMMITTEE REPORT ITEM NUMBER:

APPLICATION NO.	21/02002/FUL
LOCATION	<b>The Old Dairy White Lane Greywell Hook RG29 1TL</b>
PROPOSAL	Demolition and replacement of an agricultural building, silo and stores to provide for a wellness centre with flexible rural workspace and ancillary vitality bar, creation of a secondary access road, parking and landscaping.
APPLICANT	Mr & Mrs Butler
CONSULTATIONS EXPIRY	21 October 2021
APPLICATION EXPIRY	7 October 2021
WARD	Odiham
RECOMMENDATION	<b>Authorise the Head of Place to GRANT permission following completion of a Section 106 legal agreement to secure the payment of financial contributions toward off-site highways improvement works and traffic management measures in Greywell.</b>



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## **BACKGROUND**

This application has been referred to the Planning Committee for determination at the discretion of the Head of Place due to the number of public representations received.

### **SITE:**

The application site area covers an area of approximately 0.5 hectares and is situated to the south-west of Greywell village in the open countryside, to the south-west of Nateley Road.

The site is currently occupied by an agricultural building of 2,580 square metres and constructed with a timber portal frame, with concrete block infill to the south-east corner, Yorkshire board timber cladding and a metal roof. There is a further agricultural barn in close proximity to the application site which will be retained in agricultural use.

Surrounding the site on all sides is agricultural land separated by defined landscaped boundaries to the north, east and west, which are owned by the applicant.

Areas of hardstanding are located to the front and sides of the building. A Byway Open to All Traffic (BOAT), also known as White Lane, runs parallel to the main site along the vehicular access.

### **PLANNING HISTORY:**

02/00245/FUL - Erection of purpose-built cattle building and erection of new effluent slurry store - Approved 19.06.2002

18/00765/FUL - Partial demolition and conversion of existing agricultural buildings to provide a day health spa facility. Creation of secondary access road, provision of car parking, landscaping and planting - Approved 19.03.2019 subject to a S106 Legal Agreement.

### **PROPOSAL:**

The application seeks planning permission for the demolition of an agricultural building, silo and stores and erection of a building to provide a wellness centre with flexible rural workspace and ancillary vitality bar, creation of a secondary access road, parking and landscaping.

The development would fall within Use Class E (Commercial, Business and Service Use) of the Town and Country Planning (Use Classes) Order 1987 (as amended).

The existing buildings on the site have a quoted gross internal floor area of 2,580 square metres and the proposed development would have a GIA of 1,860 square metres representing a decrease in floor area of 720 square metres.

The proposed building layout would provide an entrance area adjoining a bar area with a kitchen and changing rooms and WC's serving a small gym and treatment room, studio, wellness room and an anteroom along with a flexible wellbeing/co-work area and two private hire/flexi rooms. Nine offices of various sizes and three meeting rooms would also be provided along with a flexible office area. In addition, there would be a print room and plant room and a lobby area adjacent to the rear entrance to the building.

The proposed building would have a maximum height of 5.2 metres and would be constructed of box metalised profile steel cladding with metalised profile sheet roofing coloured grey.

The development would be provided with 88 car parking spaces and 20 cycle spaces.

## **CONSULTEES RESPONSES**

### **Greywell Parish Council (OBJECTION):**

#### Summary:

- o The application relies heavily on the previous consent for the spa development despite it actually having very limited relevance to the current proposals.
- o GPC does not believe the application wholly portrays the intended use of the development.
- o As a result of the above, GPC considers the TS to be seriously flawed in terms of the justification of 88 car parking spaces and the projected number of associated journeys.
- o The use of hybrid data for Trip Rates as presented in the TS is wrong as the consented data was for a spa/health club and this bears little comparison to the proposed use of the new development.

#### Conclusion:

The Parish Council strongly objects to the application and requests Hart District Council to refuse permission. The Planning Department should make its deliberations on the basis of a revised submission that better reflects the purpose of the development and an updated TS that reflects these changes. If Officers then decide to approve the application, the Parish Council requests that the application is heard by the Planning Committee.

### **Defence Infrastructure Organisation:**

No safeguarding objection to the height of the building, but request a condition be imposed on any permission granted to require a Bird Hazard Management Plan to be submitted to limit potential birdstrike concerns.

### **HCC - Countryside Planning:**

No objection.

HCC - Highways:

No objection, subject to conditions and the payment of a financial contribution toward traffic management measures and maintaining/upgrading the adjacent Byway.

HCC - Lead Local Flood Authority:

No objection, subject to a condition requiring the submission of drainage details.

Thames Water:

No objections in respect of surface water or foul water disposal.

Drainage Officer (Internal):

No comments to make.

Ecology (Internal):

No objection on the grounds of biodiversity, subject to the provision of an ecological management plan detailing enhancement and mitigation measures.

Environmental Health (Internal):

No objection, subject to the imposition of a land contamination informative.

Planning Policy (Internal):

The application when considered against the relevant development plan policies would be policy compliant. In conclusion, there is no planning policy objection to this proposal.

Tree Officer (Internal):

No objection, subject to the submission of supporting arboricultural details which demonstrate that the proposed development can be achieved in a manner that is non-harmful to nearby retained trees; and these details must be provided in accordance with the guidance found in BS5837:2012 Trees in relation to design, demolition and construction recommendations.

**NEIGHBOUR COMMENTS**

A total of 41 representations have been received, 40 of objection (from the occupiers of 30 properties, plus one from CPRE) and 1 of support.

The concerns raised can be summarised as follows:

- Traffic generation and highway safety issues, including risk to pedestrians, horse riders and cyclists;
- Air pollution;
- Unsuitable and unsustainable location for a large office and event complex;
- Noise pollution;
- Loss of privacy;

- Business model of the proposed operator relies on a large number of shows, events and workshops so large numbers of people would be regularly attracted to the venue and this isn't accurately reflected in the submitted Transport Assessment;
- Light pollution;
- Impact on existing local services, including the public house;
- No need for the facility given available provision in Hook.

## **POLICY AND DETERMINING ISSUES**

### Hart Local Plan (Strategy & Sites) 2032 (HLP32):

SD1 - Sustainable Development  
 SS1 - Spatial Strategy and Distribution of Growth  
 ED1 - New Employment  
 ED3 - The Rural Economy  
 NBE1 - Development in the Countryside  
 NBE2 - Landscape  
 NBE4 - Biodiversity  
 NBE5 - Managing Flood Risk  
 NBE9 - Design  
 NBE11 - Pollution  
 INF3 - Transport  
 INF5 - Community Facilities

### Saved Policies of the Hart Local Plan 2006 (HLP06):

GEN1 - General Policy for Development  
 CON8 - Trees, Woodland & Hedgerows: Amenity Value  
 CON23 - Development affecting Public Rights of Way

## CONSIDERATIONS:

The main considerations in the determination of this planning application relate to the principle of the proposed development, design matters, access and parking issues, the potential impact of the development on the character and appearance of the countryside, any potential impact on neighbouring amenity, biodiversity considerations and sustainability considerations.

### Principle of Development:

Paragraph 81 of the National Planning Policy Framework (NPPF) confirms that:

'Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.'

Paragraph 84 further states that:

'Planning policies and decisions should enable:

- a) the sustainable growth and expansion of all types of business in rural areas, both through

conversion of existing buildings and well-designed new buildings;  
b) the development and diversification of agricultural and other land-based rural businesses;  
c) sustainable rural tourism and leisure developments which respect the character of the countryside; and  
d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.'

Paragraph 85 indicates that:

'Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.'

In terms of development plan policies, policy SD1 of the Hart Local Plan (Strategy & Sites) 2032 (HLP32) confirms, amongst other things, that planning applications that accord with the policies in the Development Plan will be approved unless material considerations indicate otherwise.

Policy SS1 indicates that development will be focused within defined settlements, on previously developed land in sustainable locations, and on allocated sites as shown on the Policies Map and, in terms of new employment, that development will be focussed on existing Strategic and Locally Important Employment Sites listed at Policy ED2 and identified on the Policies Map.

Policy NBE1 states, amongst other things that development proposals within the countryside will only be supported where they are:

- b) providing business floorspace to support rural enterprises (Policy ED3); or
- i) are for a replacement building that is not temporary in nature; ...

Policy ED1 confirms that employment proposals (B Use Class) will be supported:

- a) within Strategic or Locally Important Employment Sites defined on the Policies Map; or
- b) on a suitable site within a settlement policy boundary;
- c) on suitable previously developed land appropriate for the proposed use; or
- d) within the countryside provided they comply with Policies NBE1 and ED3 or otherwise demonstrate a need for development at that location and the proposal complies with other plan policies.

Policy ED3 states that, to support the rural economy, development proposals for economic uses in the countryside will be supported where they:

- a) are for a change of use or conversion of a suitable permanent building or for a new small-scale building that is appropriate to a rural area, located in or on the edge of an existing settlement; or
- b) are for a replacement building or extension to a building in line with Policy NBE1;

- c) enable the continuing sustainability or expansion of a business or enterprise, including development where it supports a farm diversification scheme and the main agricultural enterprise; or
- d) provide business floorspace that would enable the establishment of rural enterprises;
- e) in the case of new buildings, and extensions to existing buildings, are supported by evidence of need for the scale of the development proposed.

All development proposals must be of a use and scale that is appropriate to the site and location when considering:

- i. landscape, heritage and environmental impacts;
- ii. impacts on residential amenity;
- iii. the accessibility of the site; and
- iv. the impact on the local highway network including the type of traffic generated, the appropriateness for the local highway network to accommodate the development and the impact on their character.

The reasoned justification for policy NBE3 states that the policy seeks to maintain and enhance prosperity of the rural area by recognising that the need for new jobs is not limited to the villages and towns, given the existing population within the rural parts of the District. There are also existing businesses which may need to expand or re-locate, and these can be vital to local employment provision and local services in rural areas.

It is confirmed that the policy applies to Business, General Industrial and Storage or Distribution (Classes B1, B2 and B8) proposals and other proposals for rural economic development, including rural tourism and leisure activities and that such proposals will be supported where the use and scale of the development is appropriate to its location. This also applies to farm diversification schemes which can contribute a significant source of income for farmers, sustaining their main agricultural enterprise.

The Local Plan seeks to focus development in sustainable locations which have access to services and facilities. However, it is recognised that there may be cases where a small scale, well designed new building to support a rural enterprise may be appropriate. It is confirmed that proposals will need to comply with Policy NBE1 and a clear justification will be needed as to why a new building or extension is required including the provision of information on the business requirement for the new building and on the long-term viability of the enterprise.

The Local Plan defines a Rural Enterprise as follows:

'The rural economy offers unrivalled opportunities to grow strong and sustainable businesses surrounded by the natural capital of the District's countryside. These businesses, which are often SMEs, may be in traditional heritage industries or are hi-tech start-up enterprises - but all play a vital role in maintaining, developing and preserving the countryside.'

The proposed development is considered to provide floorspace for rural enterprises in the form of flexible office space and support facilities which could be utilised by small or start-up businesses

As such, there is general policy support for appropriate forms of development within the countryside, subject to developments being of an appropriate scale and for uses appropriate to a rural location.

### Design Matters:

The proposal seeks permission to demolish the existing structures upon the site and to erect a new purpose-built development.

The site is currently occupied by a former agricultural building, a silo and stores and these have a quoted gross internal floor area of 2,580 square metres. The replacement building would comprise of a single storey rectangular structure of 1,860 square metres with maximum dimensions of 72.57 metres (width) by 31.23 metres (depth) and a maximum height to the ridge of 5.2 metres and 3.8 metres to the eaves.

The building would be constructed of metal profiled steel cladding with grey metal profiled sheet roofing with timber solar shading canopies with metal framed glazing and door systems.

The development would be provided with 88 car parking spaces, located to the east (side) and north (rear) of the building, and with 20 cycle parking spaces. A bin store would be provided to the rear of the building close to the western boundary of the site.

Sixteen rooflights, in four groups, would be provided on the rear roof slope and photovoltaic panels would be located on the front roof slope.

Policy NBE9 of the HLP32 confirms that all developments should seek to achieve a high-quality design and positively contribute to the overall appearance of the local area. The policy indicates that development would be supported where, amongst other things, it promotes, reflects and incorporates the distinctive qualities of its surroundings in terms of the proposed scale, density, mass and height of development and choice of building materials, where it respects local landscape character and sympathetically incorporates any on-site or adjoining landscape features such as trees and hedgerows and respects or enhances views into and out of the site and where the design of external spaces (such as parking areas and areas of open space) is designed to reduce the opportunities for crime and anti-social behaviour and facilitates the safe use of these areas by service providers or visitors, according to their intended function.

The design approach adopted, providing a replacement structure with the appearance of an agricultural building of a similar scale and height to the existing barn to be replaced, is considered to be appropriate and would accord with the requirements of policy NBE9 and guidance within the NPPF.

### Access and Parking Issues:

The application site is located in countryside to the west of the defined settlement boundary of Greywell, which is defined as a Tier 5 (Smaller villages) settlement in the Local Development Framework Background Paper - A Settlement Hierarchy for Hart District dating from 2010. At that time, the village was identified as having a population of 153 and was served by a public house and a village hall.

The only 'public transport' link to the village is the 210 Long Sutton to Basingstoke Taxishare service which stops at the Fox and Goose Public House.

The applicants have submitted a Transport Statement which concludes that:

- "(i) The development proposals consist of the redevelopment of the existing agricultural barn and replacement with a wellness and co-working centre;
- (ii) The site is located on the northern side of White Lane which is a Byway Open to All Traffic (BOAT) No. 9, and approximately 250 metres to the south-west of its junction with Nately Road;
- (iii) The site lies within a rural area with limited access to public transport services locally. Notwithstanding this, there are a number of public footpaths and BOATs within the local area, which could be a benefit to staff and guests residing within close proximity of the site, in some instances;
- (iv) The site would be served by a new access arrangement from the northern side of White Lane facilitating access to the parking area for the spa as previously consented for the day spa. The access has been designed to prevent any adverse impact on the operation of the existing BOAT (No. 9) and provides suitable passing places to accommodate two-way vehicle movements which is not possible along the BOAT;
- (v) A total of 88 car parking spaces would be provided on the site, suitable to accommodate all demand anticipated as a result of staff and guests of the site. In addition, 20 cycle parking spaces will be provided which support and encourage the use of bicycles as a mode of travel;
- (vi) Refuse collection would be accommodated on the south-western side of the site on existing hardstanding within the ownership of the applicant. Small deliveries would be accommodated within the on-site car park;
- (vii) The proposed wellness and co-working centre is forecast to generate a similar level of vehicle trips to the 2,000sqm say spa previously consented across a daily period;
- (viii) Furthermore, the proposed development would also offer a reduction in terms of the level of large HGVs and large agricultural vehicles accessing the site on a daily basis, offering a betterment in terms of highway safety in this regard.

*(Officers' Note: It is taken that point (viii) is a reference to the types of vehicles associated with the previous agricultural use of the site and that the proposed use would generate few, if any, large vehicle movements.)*

As a result of the data presented in this Transport Statement, the development proposals do not represent an increase in the use of the site by vehicles beyond that which was consented previously. The site proposals also benefit from all of the proposed highway works previously agreed with HCC as part of the consented application, therefore it has been presented that there would not be a severe impact from the development proposals." The Transport Statement has been reviewed by the local highway authority, Hampshire County Council, who have stated that:

'The Transport Statement (TS) submitted as part of this application outlines the proposed trip generation associated with this application. The TRICS database, an industry standard tool, was used to obtain a trip rate with the previous application on this site (18/00765/FUL) and this is shown in Figure 4.1 in the TS.

The trip rates used for the proposed office / co-working have also been derived from the TRICS database. The highway authority is satisfied that the sites used will represent a worst-case scenario and therefore is considered acceptable.

The worst-case net increase in vehicular trips will be 34 in the AM and no change in the PM peak hour. This is based on a floor split of 80% co-working and 20% wellness use. The highway authority is satisfied that the increase would not give rise to a severe detrimental impact on the operation or safety of the local highway network as outlined within the National



## Planning Policy Framework (NPPF).'

As a result of the significant level of comments from local residents and the Parish Council regarding the traffic generation implications of the proposed development further comments were sought from the local highway authority.

These additional comments state:

'Thank you for making us aware of the objections in connection with the above site. We have reviewed the supporting document and our formal consultation response along with the points raised in your earlier email. In response to the main themes, we can confirm;

### Trip rate

The consultants have used comparable rural offices and wellness sites to reflect a combined likely trip rate of the proposed office and wellness use of the development. The trip rate has been assessed and compared against its previously approved permitted use, resulting in a worst-case net increase of 34 trips in the AM peak hour, which has been determined to not give rise to severe detrimental impact on the operation or safety of the highway. This is based upon a split of 80% office use 20% wellness use which is also considered a robust assumption given the mixed-use nature of the proposal.

Trip rates and speed surveys have been calculated prior to the reduction in vehicular use from the Covid-19 pandemic, and therefore, give the worst-case scenario of traffic generation and speeds along Nately Road. Comparing the trip rates generated by this proposal vs the permitted scheme is the correct and recognised approach given this represents the fall-back position.

### Parking

The highway authority would look to Hart District Council as the Local Parking Authority to ensure the proposed development meets the minimum required parking when compared to their own standards.

### Highway Safety and Amenity

Accident data has been provided and assessed by the consultant and the highway authority. There have been no reported accidents in the vicinity of the proposed development, and therefore the accident data provided is acceptable. Given the negligible impact outlined above it is not considered the increase in trips associated with the proposal would lead to highway safety issue.

The highway authority would look to HDC as the Local Planning Authority to comment on the impacts of the proposed development upon amenity of the local area.

### Events

Should this be permitted it is considered likely these would occur outside of peak traffic periods and when network conditions are traditionally quieter. It could be beneficial to secure an event management plan by way of planning condition to cover event parking and routing/signage/measures etc to negate any impacts additional to the day-to-day use of the facility?'

The local highway authority has raised no objections to the application subject to the imposition of conditions to require the submission of a construction traffic management plan, the submission of details of the access works and the highways improvement works shown on the submitted plans and the payment of a financial contribution of £11,850 toward traffic management measures in Greywell and to mitigate the impact of the increased use of the public right of way network.

In terms of the impact of the development and the associated vehicle movements on the character of Greywell and the local highway network the proposal will clearly have a demonstrable impact, but it is not considered that this would be so significantly different than that which could reasonably be expected to have occurred had the previous permission for a day health spa facility been implemented that refusal could be justified.

As such, the proposal is considered to accord with the requirements of policies ED3 and INF3 of the HLP32 and saved policy GEN1 of the HLP06 in terms of traffic generation and impact on the local highway network.

#### Countryside Impact:

The site lies within the Hart Downs Landscape Character Area (Character Area 15) as identified in the Council's adopted Hart District Landscape Assessment document prepared by Scott Wilson Resource Consultants (April 1997) and is within the North East Hampshire Open Downs Landscape Character Area (Character Area 8c) as identified in the Hampshire Integrated Character Assessment document produced by Hampshire County Council.

Hart Downs Landscape Character Area embraces the whole of the chalk landscape which sweeps across the south of the district, its overall unity of character precluding further sub-division into smaller areas. Although part of a much larger chalkland landscape, it is defined to the west, south and east by the district boundary and its northern boundary marks the approximate edge of the underlying chalk and its influence on landscape character.

The main distinguishing features of the area are defined as:

- typical chalk scenery, with strongly rolling landforms, smoothly hilltops and dry valleys;
- a dominance of intensive arable cultivation and weak hedgerow structure on the flatter hilltops and shallower slopes at the edge of the chalk, which creates a large-scale, predominantly open landscape with extensive views and a sense of exposure;
- scattered blocks of woodland and a stronger hedgerow structure in the central and southern parts of the downs, particularly on the steeper slopes and in the valleys, which provide some shelter and contain longer-distance views;
- a rural character with few detracting influences, except for the buildings, lights, security fencing and activity associated with Odiham airfield, traffic along the B3349, and the prominent overhead power lines which march across the downs;
- a network of minor roads crossing the downs, with an unspoilt and rural character;
- dispersed pattern of small villages and hamlets (such as Long Sutton, Well and South Warnborough), with the larger settlements of Odiham and Crondall located on the edge of the chalklands, typically with a nucleated form and attractive streetscapes of vernacular buildings.

Overall, the open, rolling chalk scenery of the Hart Downs is of high visual quality and presents a striking contrast with the more muted lowland landscapes further north. Of particular scenic value are those areas which have retained a predominantly pastoral character and a stronger structure of hedgerows and woodland blocks, which provide shelter, visual containment and add diversity to the landscape. However, other areas have a denuded, exposed character as a result of conversion to arable farmland which has led to field enlargement, loss of hedgerows and trees and greater intrusion of power lines and development. The Odiham airfield is particularly prominent and detracts from local landscape quality. These are the priority areas for landscape enhancement activity.

The main enhancement priorities for the area are described as:

- management of existing woodlands, hedgerows and trees to secure their long-term presence within the landscape and maximise their landscape and ecological value
- new planting of blocks and belts of woodland, hedgerows and groups of trees (of appropriate species) to form a stronger landscape structure in denuded downland areas and to integrate intrusive development (eg. Odiham airfield)
- where possible, reversion of arable farmland to pasture or less intensively managed grassland
- re-creation of chalk grassland and scrub habitats in appropriate locations, such as steeper slopes or other areas of under-utilised land.

The North East Hampshire Open Downs Landscape Character Area forms part of the northern Hampshire Downs which broadly slopes northwards and sits between an area of higher downland plateau to the south and lower lying heath landscapes to the north. The northern boundary to this character area is particularly marked as a result of a dramatic change in geology. To the south the change is more transitional as the land rises onto an elevated, and often wooded clay capped chalk plateau. To the west the area is bordered by Basingstoke located at the head of the Loddon Valley and to the east is the Hampshire administrative boundary.

This an open and often exposed landscape with wide and long distant views across the rolling chalk hills, orientated mainly northwards over lower lying land. In the southern part of this character area the views can become more enclosed due to the increasingly complex topography and woodland blocks.

The Three Castles Path long distance route passes through this landscape connecting Tunworth with Greywell. Otherwise, this landscape has a moderate network of public rights of way which generally follow the historic drove road routes from the lower lying clay landscape in the north onto the downs. As a result, the footpaths tend to run in a north-south direction and connect into the narrow lanes that run east-west. This route runs along Upton Grey Road to the south of the site.

There is also a public right of way (Byway Open to All Traffic - Route No.9) located immediately along the south-east boundary of the development site. Further public rights of way (Footpath - Route No.8 and Footpath - Route No.7) run virtually parallel to the BOAT and all link into Byway Open to All Traffic - Route No.20 to the south of the site.

As such, the application site is readily visible from public viewpoints and is set within a complex of agricultural buildings and structures set in generally open countryside. However,

the impact of the proposed development would be relatively limited given that the size and height of the proposed building would be comparable to the height of the existing building to be demolished and the scale in footprint and volume terms would be reduced. The main change in visual terms would be in relation to the provision of the large car park and the associated vehicle movements that the development would generate. The car parking area would however be landscaped with tree planting within the car park and along the new access route and landscaping would also be provided along the public right of way. In addition, much of the proposed car parking would be to the rear of the new building and therefore wouldn't be visible from the public right of way.

As such, the proposal, in comparison to the existing development on the site and the previous scheme approved, would not have a significantly different or more adverse impact on the character and appearance of the countryside and would accord with the general requirements of policies NBE1, NBE2 and NBE9 of the HLP32 in countryside impact terms.

#### Neighbouring Amenity:

The nearest neighbouring residential properties are located around 500 metres to the east in Millview, The Street, Greywell. Given this distance it is considered that the development would not be likely to result in any direct harmful impact on the amenities of the occupiers to these properties.

The main impact of the development would be as result of traffic generation in association with the proposed development and the majority of vehicles would be expected to pass through the village of Greywell when accessing or leaving the site.

Whilst vehicular movements associated with the proposed development would pass predominantly through the village of Greywell, the submitted Technical Note suggests that at peak usage the proposal could generate 167 vehicle movements a day, with maximum peak hour generation of 6 or 7 movements and it is considered that this level of vehicle movement likely to be associated with the proposed use of the site would not be such that it would be likely to result in any material impact on residential amenity.

#### Biodiversity/Ecology:

The application has been accompanied by a Preliminary Ecological Appraisal which concludes that if planning permission is granted, there will be no adverse impacts on any designated sites, protected habitats or protected species and that the development would provide an opportunity to achieve a net gain in biodiversity within the site.

These gains would be achieved by providing roosting opportunities for the local population of bat by providing bat boxes, providing habitats for bees by placing bee houses on the site, providing nesting opportunities for house sparrows by providing bird boxes, providing nesting opportunities for hedgehogs by placing hedgehog nest boxes on the site and by placing holes in any new or retained boundary fencing to allow hedgehogs to forage within the site, and to pass through the site.

This Appraisal has been reviewed by the Council's Ecologist who notes that whilst the Appraisal found some evidence of protected species using the wider area, the buildings to be demolished were considered unsuitable for bats. However, to minimise impacts on foraging/commuting bats, sensitive/minimal external lighting is required to be incorporated. Bat sensitive lighting is considered to be particularly important given the site is just over 1km

from The Greywell Tunnel (Basingstoke Canal) SSSI, and this has been designated as it gives shelter to the largest population of bats of any known site in Britain.

It is noted that the hedgerows on the eastern, northern and western boundaries of the site are mapped by HBIC as being hedgerows of principal importance. A gap will be made in the eastern hedgerow to facilitate the proposed access resulting in the loss of a section of priority hedgerow. However, the remaining hedgerows will be retained and enhanced, and a new hedgerow will be planted along the northern side of the proposed access, and this is considered to be sufficient mitigation for hedgerow loss and retains landscape connectivity for commuting bats.

The Ecologist also notes that the production of a report detailing ecological enhancements is recommended and this is supported, and the enhancements should include native hedging and wildflower areas. An appropriate planning condition could be imposed to secure that the recommended habitat features are indicated on a plan so that these can be secured.

No objection to this application is therefore raised on the grounds of biodiversity, subject to the provision of an ecological management plan detailing enhancement and mitigation measures.

The proposal would therefore accord with the requirements of policies NBE2 and NBE4 of the HLP32 in respect of biodiversity.

#### Sustainability/Climate Change:

The submitted documentation indicates that the following sustainability measures would be incorporated into the development:

**Building Fabric** - The building will take a fabric first approach, with good levels of air tightness and a highly insulated facade achieving u-values in excess of current regulations. These measures will help to minimise the new building's carbon footprint and running costs.

**Electric Vehicle Charging Points** - Electric car charging points will be installed to a number of parking spaces to help promote more sustainable travel.

**Cycle Storage** - Provision for secure cycle storage to promote sustainable travel alternatives.

**Solar Shading** - A slatted timber canopy and screen has been incorporated into the design to provide external solar shading to the areas of glazing along the south facing facade. The solar shading will minimise solar gain and overheating particularly in the summer months.

**Renewables** - The scheme will be "all electric" and utilise renewable technologies as outlined below:

- Photovoltaic (PV) Panels - The proposal includes the use of PV panels which are positioned on the southern facing half of the pitched roof for optimum performance.
- Air Source Heat Pumps (ASHP) - The proposals include the use of air source heat pumps to provide hot water and heating throughout the building. An ASHP has up to 4:1 efficiency meaning it uses 1kw of energy to output 4kw of heat.

As such, it is considered that the proposal would accord with the requirements of policy NBE9 i) and j) in respect of energy consumption and renewable energy.

## Equalities:

The proposed building would be single storey and have level access and disabled WC facilities.

No equalities issues would arise in respect of the proposed development.

## **CONCLUSION**

On balance it is considered that the proposal would be acceptable and would deliver economic and social benefits as a result of farm diversification and providing a facility which would assist the rural economy in line with current Government guidance and relevant development plan policies, notably policies NBE1 and ED3 of the Hart Local Plan (Strategy & Sites) 2032.

The proposal would result in additional traffic generation which will have an impact on the rural lanes serving the site and, on the character, and amenity of the village of Greywell. Whilst this could potentially be argued to conflict with the requirements of policy ED3 iv) of the Local Plan which states that all development proposals must be of a use and scale that is appropriate to the site and location when considering the impact on the local highway network including the type of traffic generated, the appropriateness for the local highway network to accommodate the development and the impact on their character, it should be noted that neither the local highway authority, Hampshire County Council, nor the Council's Planning Policy team have raised any objections to the proposal. As such, it is not considered that refusal could be substantiated on the basis of the impact of additional traffic movements through Greywell and the effect this would have on the amenity of the village.

Approval is, therefore, recommended subject to appropriate planning conditions and the completion of a legal agreement to secure off-site highways improvements and traffic management measures in Greywell.

**RECOMMENDATION – That the Planning Committee authorise the Head of Place to GRANT planning permission following the completion of a Section 106 legal agreement to secure the payment of financial contributions toward off-site highways improvement works and traffic management measures in the village of Greywell and subject to the following planning conditions:**

## **CONDITIONS**

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason

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

- 2 The development hereby approved shall be carried out in accordance with the following plan numbers and documents:

Drawings:

369-ACG-ZZ-00-DR -A-100 Rev P4 (Existing Location Plan) (1:2500)

369-ACG-ZZ-00-DR -A-101 Rev P5 (Existing Location Plan) (1:1250)  
369-ACG-ZZ-00-DR -A-102 Rev P4 (Existing Demolition Plan)  
369-ACG-XX-00-DR-A-2000 Rev P4 (Ground Floor Plan)  
369-ACG-XX-RF-DR-A-1000 Rev P4 (Site Plan)  
369-ACG-XX-RF-DR-A-1001 Rev P4 (Landscape Plan)  
369-ACG-XX-RF-DR-A-2001 Rev P4 (Roof Plan)  
369-ACG-XX-ZZ-DR-A-3000 Rev P4 (GA Sections)  
369-ACG-XX-ZZ-DR-A-4000 Rev P4 (GA Elevation)

Documents:

Design & Access Statement (Ref: 369\_REF\_800 Rev P3) (July 2021)  
Factual Site Investigation Report (Ref: 18.1053 Rev 1a) (June 2021)  
Preliminary Ecological Appraisal Report (Ref: PEAR.14.07.21.v1) (14.07.2021)  
Planning Statement & Agricultural Statement (Ref: 8487) (August 2021)  
Transport Statement (Ref: 6002/2021/TS01) (June 2021)

Reason

To ensure that the development is carried out in accordance with the approved plans and particulars.

- 3 No development shall take place until a Construction and Traffic Management Plan has been submitted to and approved in writing, by the Local Planning Authority. The plan shall include the following details:
- (a) A programme of and phasing of demolition and construction work;
  - (b) The provision of long-term facilities for contractor parking;
  - (c) The arrangements for deliveries, loading and unloading associated with all construction work;
  - (d) Methods and phasing of construction work;
  - (e) Access and egress for plant and machinery;
  - (f) Protection of pedestrian routes during demolition/construction;
  - (g) Location of temporary site buildings, compounds, construction material and plant storage areas;
  - (h) The erection and maintenance of security hoardings, including decorative displays, where appropriate;
  - (i) Wheel washing facilities;
  - (j) Measures to control the emission of dust and dirt during demolition and construction;
  - (k) A pre-condition survey should be included which shows the existing condition of the local road network.

Demolition and construction work shall only take place in accordance with the approved method statement and the agreed details shall be adhered to for the duration of of the development.

Reason:

In order that the Local Planning Authority can properly consider the effect of the works on the amenity of the locality and in the interests of highway safety.

- 4 No development excepting demolition and site clearance shall take place until and unless the access works as shown on drawing 2021-6002-001 Rev P1, have been implemented and completed in accordance with the approved details.

Reason:

To ensure that the development site can be safely accessed and that no highway safety implications would result from the proposed works, in accordance with the requirements of policy INF3 of the Hart Local Plan (Strategy & Sites) 2032 and saved policy GEN1 of the Hart Local Plan 2006.

- 5 No development excepting demolition and site clearance shall take place until and unless the highway improvement works as shown on drawing 2021-6002-002 Rev P1, have been implemented and completed in accordance with the approved details.

Reason:

To ensure that the development site can be safely accessed and that no highway safety implications would result from the proposed works, in accordance with the requirements of policy INF3 of the Hart Local Plan (Strategy & Sites) 2032 and saved policy GEN1 of the Hart Local Plan 2006.

- 6 No development above slab level shall take place until and unless an Ecological Management Plan, fully detailing all ecological enhancement and mitigation measures to be incorporated as part of the development has been submitted to and approved, in writing, by the Local Planning Authority.

Once approved, the development shall be completed in accordance with the submitted details.

Reason:

To ensure the development protects ecology and delivers a biodiversity net gain, in accordance with policy NBE4 of the Hart Local Plan (Strategy & Sites) 2032 and the National Planning Policy Framework 2021.

- 7 Prior to the completion of the building envelope a robust Bird Hazard Management Plan (BHMP) shall be submitted to and approved, in writing, by the Local Planning Authority detailing the management and mitigation measures that will be put in place to ensure that breeding 'large' gulls are not attracted to this site. The BHMP should make a provision for the site managers to undertake/organise bird control (using appropriate licensed means) which would address any population of gulls or other bird species occupying the roofs which are considered by the Ministry of Defence to be a hazard to air traffic using RAF Odiham, to disperse as many as necessary in order to prevent them from successfully breeding at the site.

Once approved, the development shall be completed in accordance with the submitted details.

Reason:

To minimise any potential birdstrike hazard created by the development and to Accord with the requirements of Planning Circular 01/03: Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas.

- 8 Prior to the commencement of development, with the exception of demolition and site clearance works, full details of the proposed drainage layout and calculations to demonstrate that the development will be provided with sufficient drainage provision for the 1:100 + climate change estimates shall be submitted to and approved, in writing, by the Local Planning Authority.



Once approved, the development shall be completed in accordance with the submitted details.

Reason:

To ensure satisfactory drainage provision and to accord with policy NBE5 of the Hart Local Plan (Strategy & Sites) 2032.

- 9 Notwithstanding the submitted information, an Arboricultural Impact Assessment shall be submitted to and approved in writing by the Local Planning Authority to demonstrate how the proposed development will be undertaken and achieved in a manner that is not harmful to retained trees in accordance with BS5837:2012. Once approved, the development shall be completed in accordance with the submitted details and any protective measures identified shall be maintained at all times until the completion of all building operations at the site.

Reason:

To ensure existing trees on site are not damaged, in the interest of the visual amenity and natural setting of the area in accordance with Policy NBE2 of the Hart Local Plan (Strategy & Sites 2032, saved policies GEN1 and CON8 of the Hart District Local Plan (Replacement) 1996-2006, and the aims of the NPPF 2021.

- 10 The building hereby approved shall only be used for purposes falling within Use Class E d) and g) i) of the Town and Country Planning (Use Classes) Order 1987 (as amended) only and for no other purposes and notwithstanding the provisions of the General Permitted Development Order (or any subsequent Order) no change of use of the building shall take place without a further grant of planning permission from the Local Planning Authority.

Reason:

To ensure the building remains in use for its intended purpose as a rural enterprise in accordance with the provisions of Policies NBE1 and ED3 of the Hart Local Plan (Strategy & Sites) 2032.

11. The use of the building hereby permitted shall take place between the hours of 07:00 and 19:00 hours Sunday to Wednesday and 07:00 to 22:00 hours Thursday to Saturday only.

Reason:

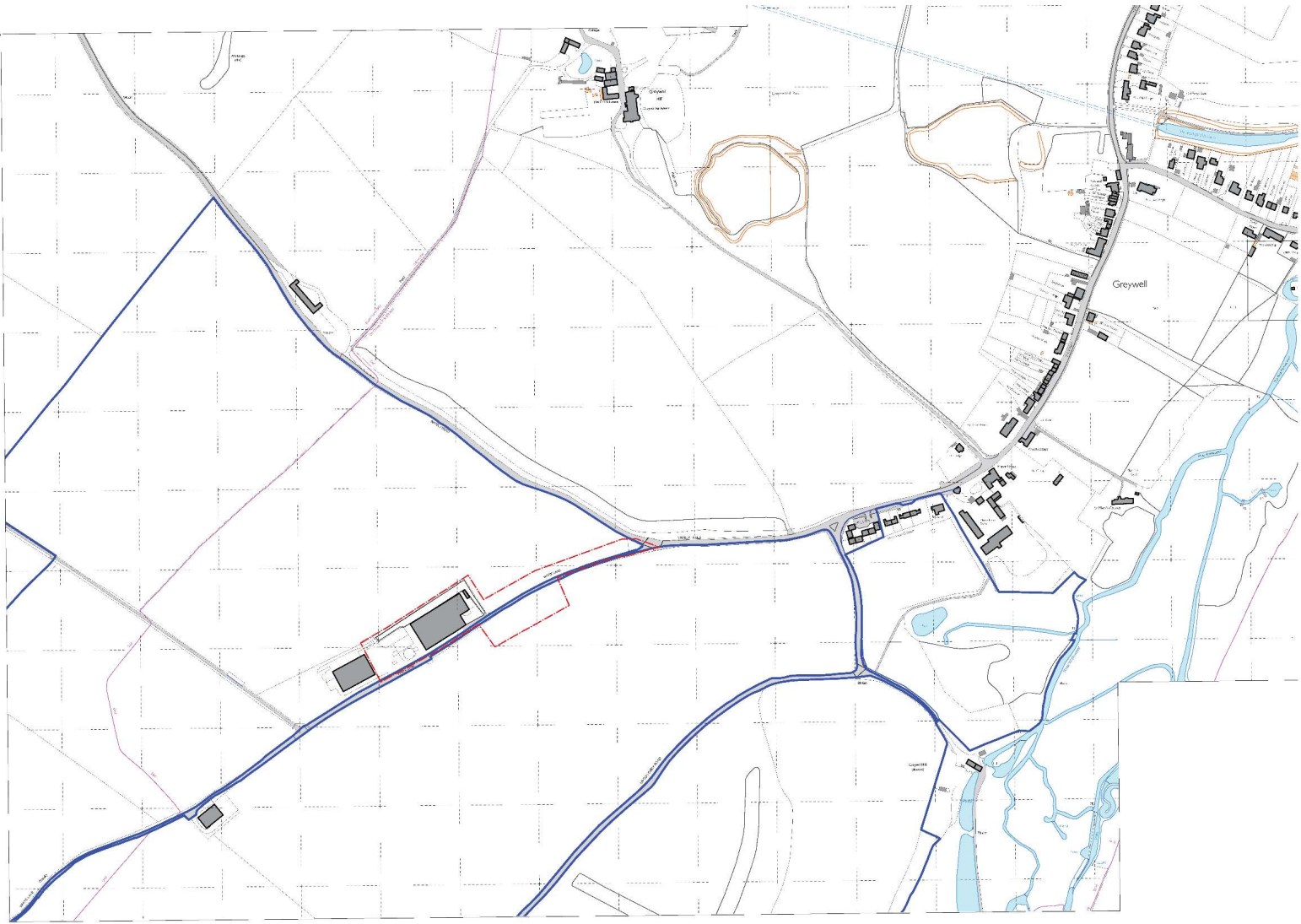
To ensure the amenities of nearby residential occupiers are protected.

## **INFORMATIVES**

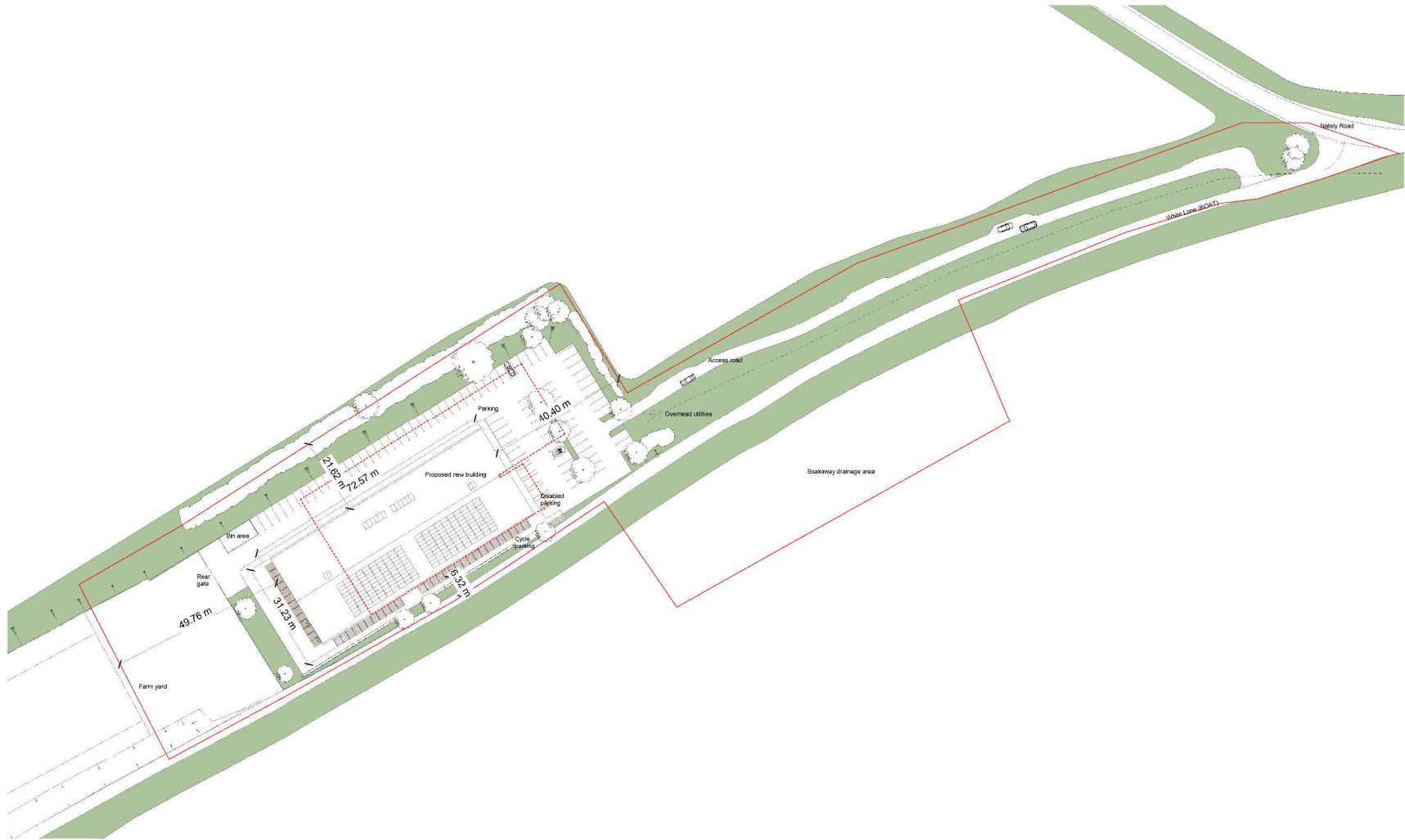
- 1 The Council works positively and proactively on development proposals to deliver sustainable development in accordance with the NPPF. In this instance: The applicant was advised of the necessary information needed to process the application and once received, the application was acceptable and no further engagement with the applicant was required.
- 2 The applicant is advised to make sure that the works hereby approved are carried out with due care and consideration to the amenities of adjacent properties and users of

any nearby public highway or other rights of way. It is good practice to ensure that works audible at the boundary of the site are limited to be carried out between 8am and 6pm Monday to Friday, 8am and 12 noon on Saturdays with no working on Sunday and Bank Holidays. The storage of materials and parking of operative's vehicles should be normally arranged on site.

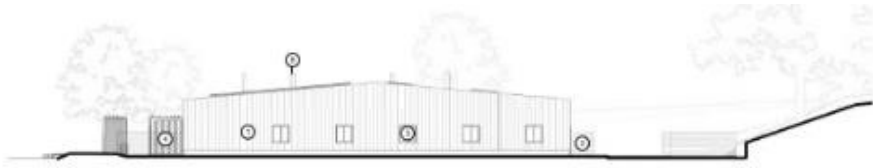
- 3 Hart District Council has declared a Climate Emergency. This recognises the need to take urgent action to reduce both the emissions of the Council's own activities as a service provider but also those of the wider district. The applicant is encouraged to explore all opportunities for implementing the development approved by this permission in a way that minimises impact on climate change.
  
- 4 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Paragraph 1 of this informative, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with paragraph 3 of this informative.  
Paragraph 1: Site Characterisation: An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include i. A survey of the extent, scale and nature of contamination; ii. An assessment of the potential risks to: Human health, Property (Existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, Ground-waters and surface waters, Ecological systems, Archaeological sites and ancient monuments; iii) An appraisal of remedial options, and proposal of the preferred option(s). This must be conducted in accordance with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination, CLR 11. Paragraph 3: Implementation of Approved Remediation Scheme: The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development on the affected part of the site other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given 2 weeks written notification of commencement of the remediation scheme works.



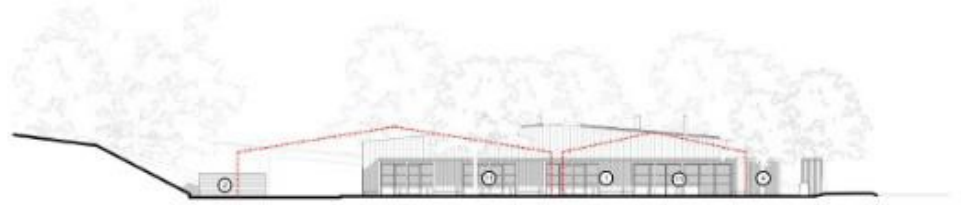
**LOCATION PLAN**



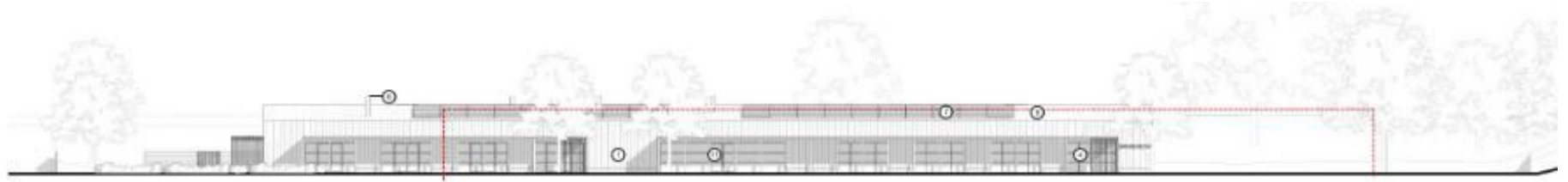
**PROPOSED SITE PLAN**



① ElevationEast\_Proposed  
1/200



② ElevationWest\_Proposed  
1/200



③ ElevationSouth\_Proposed  
1/200



④ ElevationNorth\_Proposed  
1/200

## PROPOSED ELEVATIONS

## COMMITTEE REPORT ITEM NUMBER:

APPLICATION NO.	19/01288/FUL
LOCATION	<b>Bramshill House Bramshill Park Bramshill Hook RG27 0JW</b>
PROPOSAL	Change of use of land shown outlined in red on block plan MR100 01 dated 07.10.21 for film making to include the construction of temporary film sets and supporting activities including storage and parking (part retrospective)
APPLICANT	Mr James Crawley
CONSULTATIONS EXPIRY	9 February 2022
APPLICATION EXPIRY	21 February 2022
WARD	Hartley Wintney
RECOMMENDATION	<b>Grant Temporary Consent</b>



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## BACKGROUND

This planning application is brought to Planning Committee due to the number of objections received.

## THE SITE

The application site is located outside of any defined settlement policy boundary, it sits within the countryside to the north-east of Hartley Wintney, south-east of Bramshill and to the east of Hazeley. It comprises 12.6 hectares of the wider Bramshill Estate, which totals 106 hectares, which is a Grade I Registered Park and Garden (RPG). Included in the application site are the formal gardens around the house, part of an artificial lake and rides and walks including Reading Drive. Also included in the application site are the following Grade I Listed Buildings:

- Bramshill House
- Walls and turrets
- Gateway
- Garden walls

and the following Grade II Listed Buildings:

- The Stable block
- Walls and gate piers

In addition, there are a number of heritage assets outside of the application site but within the RPG including:

- The Grade I listed High Bridge
- The Grade II listed Hazeley Lodges

The following curtilage-listed assets are also outside of the application site but within the RPG:

- Gardeners Cottage
- Conduit House
- Icehouse

The following significant historic landscape features are assets outside of the application site but within the RPG including:

- Maze
- Green Ride and other rides and walks
- Artificial lake
- Fishponds
- 20th century bridge

There are two main points of access to the site. One is directly from the B3011 (Bracknell Lane) which was historically the main entrance with a long drive which passes between Hazeley Lodges, through imposing gates and running over a bridge in a vertical line to the principal elevation of the Mansion. The bridge across the Broadwater formed by the River Hart is Grade I listed and is both long and very narrow and has a weight restriction. As a result the bridge is unable to bear the weight of more than a single domestic vehicle at a time. Owing to the historic importance of the bridge it cannot be modified to carry larger vehicles or facilitate two-way traffic. Therefore, the main access for this proposal is via the entrance from Reading Drive South across Plough Lane through the Pine Woods to the artificial lake where Reading Drive turns on the approach to the Mansion. Plough Lane runs from Bracknell Lane to Bramshill Road passing the Reading Drive South site access.

The access itself is within the Bramshill Conservation Area. The site contains significant archaeological features and is within an archaeological buffer zone.

Bramshill House and the surrounding estate was used as a private residence until the mid-20<sup>th</sup> century. It was used as a maternity hospital during the Second World War, then used as a private residence again until 1952 when it became the National Police Training College. Over the next 40 years a number of new buildings were constructed to support that use. These included the following buildings within the application site:

- Teal-Wren and Raven-Swift - two pairs of two-storey L shaped buildings with 'gull wing' roofs in the north-western part of the site at the edge of the developed area facing onto, but some

distance from, 'Green Ride'

- Foxley Hall, a four-storey building which is approximately square in footprint with a pyramid roof on the east side of Reading Drive
- The Sports Hall, a large building with a small first floor balcony and weights room, and a basement area. The main part is rectangular in footprint, with a side wing. It is located to the south of Foxley next to a parking area
- Oak Hall, a two-storey L shaped building which links into the conference hall.
- The Conference Hall, an approximately rectangular building with a small first floor and basement area on the west side of Reading Drive opposite The Sports Hall.
- Shop, Cope Hall and lecture rooms on the west side of Reading Drive opposite Foxley hall.

There was also ancillary accommodation constructed for the police college including 20 houses which have since acquired a lawful C3 use and are now rented out as single dwellings but are outside the application site. The recreation ground and sports pavilion used by the former Police College is also outside of the application site.

When the Police College was in use there were 650 car parking spaces on the site. The majority of these are included within the application site for temporary filming. In 2015 the site was sold by the Home Office to the current owners, City and Country. The stables are used as offices by the current owners. There is a security office at the entrance and over the last four years the property has been used intermittently as a filming location.

The site lies adjacent to the Thames Basin Heaths Special Protection Area (TBHSPA), which is designated under the European Birds Directive 2009 (as amended) and the Habitats Directive 1992 (as amended) and protected under the Habitat Regulations 2017 (as amended). Whilst part of the wider Bramshill estate lies within the 'Inner Exclusion Zone' (within 400 metres of the SPA boundary), the majority of the application site lies within the SPA 'Zone of Influence' (between 400 metres - 5km from the SPA). Within the SPA is the Heathland and Bramshill Site of Special Scientific Interest (SSSI) and nearby are several Sites of Interest for Nature Conservation (SINCs).

A Tree Preservation Order (TPO, ref: ORD/16/00008) extends across the application site and there is also a public right of way, BR 7, within the site.

## **PROPOSAL**

This application is part-retrospective and seeks temporary consent to use the part of the estate shown on submitted plan MR 100 01 dated 07.10.21 for a period of 5 years for filming purposes and for associated storage and facilities. The land and buildings proposed for this use represents less than 12% of the whole estate.

The Jacobean Mansion and associated walls and gates would be used only as locations. Foxley Hall, the Sports Hall, the Conference Centre, Nuffield and Newsam Hall and the adjacent offices would be used as locations and for temporary studios. The surrounding land included on the red line plan would also be used as locations and for the construction of temporary sets.

The areas of existing hardstanding close to the buildings would be used for parking, storage and other ancillary purposes. Typically, trailers are used for welfare, costumes, fittings,



dressing rooms and storage of equipment and sets/props etc. and parked on existing hardstanding. Some trailers would be moved onto and off the site on a daily basis when required and others would remain on site for the duration of the filming. Marquees would be used for similar ancillary activities and would be erected on mown grassed areas. Access would be from the Plough Lane entrance.

In support of the application the applicants have provided a comprehensive suite of plans and documents.

## **RELEVANT PLANNING HISTORY**

The site has an extensive planning history dating back to 1956. The most relevant planning applications are:

13/00883/LDCEX Application for Certificate of Lawfulness confirming C2 use – Granted 25.06.2013.

16/00720/FUL and 16/00721/LBC - Conversion of Bramshill House, the Stable Block and the existing Nuffield Hall, to provide a total of 25 residential units and associated parking. Use of the principal rooms of Bramshill House as a publicly accessible museum space. Demolition of curtilage listed buildings and maintenance and restoration works to Bramshill House and Gardens. The provision of a new 14.4ha SANG - Refused 10.05.2017; Appeal Dismissed 31.01.2019 and decision upheld by the High Court on 9 March 2021.

16/00722/FUL and 16/00723/LBC - Conversion of Bramshill House, Stable Block and the existing Nuffield Hall for use as a single dwelling and associated parking. Demolition of curtilage listed buildings and maintenance and restoration works to Bramshill House and Gardens. Provision of new 14.4ha SANG - Refused 10.05.2017; Appeal Allowed 31.01.2019.

16/00724/FUL and 16/00725/LBC - Conversion of Bramshill House, the Stable Block and the existing Nuffield Hall for use as offices, providing 5,196m<sup>2</sup> of commercial (B1(a)) space and parking for 175 vehicles. Demolition of curtilage listed buildings and maintenance and restoration works to Bramshill House and Gardens - Refused 10.05.2017; Appeal Allowed 31.01.2019.

16/00726/FUL - Construction of 235 residential units and associated parking, access and landscaping in the area known as The Core which includes; the Quad, Lakeside, Central Area, Walnut Close, Maze Hill and Sandpit Close. Demolition of non-listed buildings. Construction of a replacement cricket pavilion. The provision of a new 14.4ha SANG - Refused 10.05.2017; Appeal Dismissed 31.01.2019 and decision upheld by the High Court on 9 March 2021.

16/00727/FUL Construction of 14 units with associated car parking. The provision of a new 14.4ha SANG - Refused 10.03.2017; Appeal dismissed 31.01.2019 and decision upheld by the High Court on 9 March 2021.

16/00728/FUL Construction of 9 units with associated car parking Refused 10.03.2017; Appeal dismissed 31.01.2019 and decision upheld by the High Court on 9 March 2021.

16/01290 – Change of use of land to provide a Suitable Alternative Green Space (SANG) area and associated works - Permitted 11.12.2017.

17/00846/FUL and 17/00847/LBC - Conversion of Bramshill House, the Stable Block and the existing Nuffield Hall for use as offices, providing 4,880 m<sup>2</sup> of commercial (B1(a)) space and parking for 175 vehicles. Demolition of curtilage listed buildings and maintenance and

restoration works to Bramshill House and Gardens - Refused 28.09.2017.

17/00848/FUL - Construction of 235 residential units and associated parking, access and landscaping in the area known as The Core which includes; the Quad, Lakeside, Central Area, Walnut Close, Maze Hill and Sandpit Close. Demolition of non-listed buildings. Construction of a replacement cricket pavilion. The provision of a new 14.4ha SANG - Refused 28.09.2017

17/00849/FUL Construction of 14 residential units – Refused 28.09.2017.

18/00689/TPO – Pollarding of G587 Lime Avenue – Permitted 20.04.2018.

18/01363/FUL – Demolition of modern rear extensions and structures, erection of single storey rear extensions, repairs to exterior of buildings and internal refurbishment of Hazeley Lodges – Refused 04.09.2018 and appeal dismissed 07.11.2019.

18/01364/LBC – Demolition of modern rear extensions and structures, erection of single storey rear extensions, repairs to exterior of buildings and internal refurbishment of Hazeley Lodges – Refused 04.09.2018 and appeal dismissed 07.11.2019.

18/01854/FUL - Development of 308 residential units (new build and conversion) and associated parking, access and landscaping at Bramshill House and Gardens. To include the demolition of non-listed buildings, the construction of a replacement cricket pavilion, the conversion of Bramshill House the Stable Block and Nuffield Hall for use as a single dwelling. Along with Demolition of curtilage listed buildings and maintenance and restoration works - Refused 15.03.2019.

20/00412 Is permission required to operate the site as a boarding school – PP not required 21.02.2020.

21/00431/TPO – Works as per SJ Stephens tree Hazard Assessment ref:700.1 dated 05.02.2021 to trees – Permitted 16.02.2021.

## **RELEVANT PLANNING POLICY**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise.

Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires special regard to be had to the desirability of preserving listed buildings and their settings or any features of special architectural or historic interest which they possess in relation to planning permission and listed building consent applications.

The relevant adopted Development Plan for the District comprises the Hart Local Plan (Strategy and Sites) 2016-2032 (HLP32), the saved policies of the Hart District Local Plan (Replacement) 1996-2006 (HLP06) and saved policies of the South East Plan. Adopted and saved policies are up-to-date and consistent with the NPPF (2021). The site is outside the area covered by the Hartley Wintney Neighbourhood Plan 2017-2032.

### Hart Local Plan (Strategy & Sites) 2016-2032 (HLP32):

Policy SD1 - Sustainable Development

Policy SS1 – Spatial Strategy and Distribution of Growth

Policy ED3 – The Rural Economy

Policy NBE1 - Development in the Countryside  
Policy NBE2 - Landscape  
Policy NBE3 – Thames Basin Heaths Special Protection Area  
Policy NBE4 - Biodiversity  
Policy NBE5 - Managing Flood Risk  
Policy NBE8 - Historic Environment  
Policy NBE9 - Design  
Policy NBE11 - Pollution  
Policy INF2 – Green Infrastructure  
Policy INF3 - Transport

Hart District Local Plan (Replacement) 1996-2006 'saved' policies (HLP06):

Policy GEN1 - General Policy for Development  
Policy GEN2 – Changes of Use  
Policy GEN6 – Noisy unneighbourly developments  
Policy CON7 - Riverine Environments  
Policy CON8 - Trees, Woodland & Hedgerows: Amenity Value  
Policy CON23 - Development Affecting Public Right of Ways

South East Plan 2009 Saved Policies

NRM6 – Thames Basin Heaths SPA

Other relevant planning policy documents

National Planning Policy Framework 2021 (NPPF)  
National Planning Practice Guidance (PPG)  
Hart Landscape Assessment (1997)  
Hart Landscape Capacity Study (2016)  
Hart Parking Provision Interim Guidance (2008)  
Bramshill Conservation Area Character Appraisal and Management Proposals 2012

**CONSULTEES RESPONSES (summarised)**

Bramshill Parish Council

Response to amended plans: refer to previous comments highlighting the request that the application should be completed prior to any filming.

Previous comments:

4 November 2021

Object:

- Filming has commenced therefore object on timing - future filming should not commence until correct planning applications are completed;
- poor access for long wheelbase vehicles resulting in damage to verges
- movement of vehicles during unsociable hours causing disruption to resident adjacent and on the approach to the site

7 April 2021

## Comments

- main concern is traffic movement; access via Plough Lane should be restricted for HGV's and not permitted after 10pm to avoid disturbance to nearby residents and on the approach road to the Police College. Access should be from the Bramshill Road only.
- Concerns that access via the house to the Pheasantry will be hindered.
- The usage of this Grade 1 listed building should be monitored by Historic England/ National Trust
- Is this prelude to a permanent application?

### Mattingley Parish Council

Response to amended plans: support this use of Bramshill House for film making and appreciate consideration given to keeping traffic away from southern section of Plough Lane.

Previous comments: proposed use is likely to generate some heavy traffic - please avoid Plough Lane.

### County Archaeologist

No further comments following amendments – previous comments apply

#### Previous comments

No objection: The site is within an area of high archaeological potential but proposal does not include fixtures to the fabric of any structure or underground excavations.

### County Rights of Way group

No objection: PROW unaffected.

### Environmental Health (Internal)

No objection following receipt of Noise and Nuisance Management Plan 18.01.2022

Response to amended details (15th December 2021)

No objection subject to condition as originally requested.

– query whether application is retrospective

– details of controls to minimise impact on residential amenity set out in sections 6.26 -6.30 of Supporting Statement by Planit Consulting do not include details requested previously

Suggested condition:

Prior to the commencement of use a Noise and Nuisance Management Plan shall be submitted to the local planning authority for approval. The submitted plan shall set out how the approved use shall be conducted so as to prevent significant adverse effects on residential amenity so

as to minimise such effects as far as possible. The Plan shall consider in particular, the impact of temporary lighting; noise from construction activity; noise from plant and machinery; noise from vehicular movements; noise from amplification and take particular accounts of any impacts that may arise outside the period of 07.00 hours to 19.00 hours or on Sundays. The plan shall also provide for complaint resolution process. The approved use shall only take place in accordance with the approved Plan.

These comments made in relation to paras 174 and 185 of the NPPF.

Original comments

- Plan required showing location of residential properties
- Condition requested to require Management Plan which identifies impact on residential amenity from glare arising from lighting, noise from machinery, plant and vehicular movements, construction work, amplification and sets out mitigation and management of community relations.

Conservation/Listed Buildings Officer (Internal)

No objection following submission of proposed management guidelines.

Original response: could be acceptable if measures put in place to ensure income generated is used to carry out repairs to the historic buildings and to ensure historic fabric is not affected by temperature fluctuations or fixtures and alterations. Request further information including:

- photographic record of the interior of the mansion building identifying each room and annotated with current finishes as a baseline against which to assess any impacts arising from filming;
- set of management guidelines to be provided by C&C to each company using the building clearly setting out the sensitivities of the building and preventing the potential for damage by temporary fixture of sets or painting of surfaces etc., protection of decorative elements, e/g fireplaces door frames etc. and management of ambient temperature and environment.

Hampshire County Council (Highways)

No objection following submission of additional information including Operational Management Plan, Swept path analysis, ATC and accident records.

Previous Response: Holding Objection

Further information required regarding visibility speeds as the Automatic Traffic Counts (ATC) Survey were undertaken for planning application 18/01584 due to the increase in volume associated with this proposed change of use. Visibility splay of 2.4 x 215m is

required or a new ATC undertaken; access at 4.1-4.4 does not meet required width of 4.5 m to allow cars to enter and egress the site at the same time; Plough Lane unsuitable for high levels of traffic; Personal Injury Accident record should be taken from Hampshire Constabulary not Crashmaps; assessment of expected vehicular movements not sufficiently robust - TRICS assessment required; conditions required restricting HGV movements between 23.00 to 06.00 and provision of wheel washing facilities

Historic England

- Support principal of filming which will attract income for the physical improvement of the estate.
- Robust guidance is required to prevent physical harm or accelerated wear and tear - the 'Guidance for Film Companies' (27th October 2021) and block plan (14th October 2021) go a long way to providing surety that an appropriate framework will be implemented should filming be undertaken
- request Filming Agent Site Co-ordinator be an appropriately qualified Filming Conservator Consultant with recruitment pre-commencement
- request higher resolution photos and more comprehensive maps showing designated heritage assets across the site either prior to determination of by condition.

#### Gardens Trust

No comment

#### HCC Lead Local Flood Authority

No comment

#### Natural England

No Objection following submission of revised site plan, shadow Appropriate Assessment and Ecological Guidelines for Film Companies

Previous comments

Likely significant effects on Thames Basin SPA and SSSI; further information required on filming activities close to/adjacent to SPA and proposed mitigation and how proposal interacts with permitted SANG and Nature Reserve.

Additional Advice:

There may be opportunities to protect/enhance locally valued landscape features and designations; where impacts on landscape are likely to be significant a Landscape and Visual Impact Assessment should be provided; if there are implications for loss of 'best and most versatile' agricultural land these need to be considered; Natural England has provided standing advice regarding impact on protected species; impact on any local wildlife and geodiversity sites, veteran trees and ancient woodland needs to be considered; conserving biodiversity through planning decisions is a duty placed on local planning authorities and opportunities to secure a net gain in biodiversity should be identified; impacts on rights of way and access need to be considered - Natural England encourages proposals to improve access to the natural environment;

#### Environment Agency Thames Area

No comment

#### Tree officer (Internal)

Due regard needed to impact on any nearby trees (Policies NBE2 and NBE9) as the site is

covered by Tree Preservation Order ORD/16/00008 and is a registered historic park and garden. Owing to the nature of the proposed works a heads-of-terms method statement that describes the standard types of arboricultural awareness and methods of protection is requested prior to determination and conditions imposed to secure compliance.

#### Ecology Consult (Internal)

No objection following submission of revised site plan and Ecological Guidelines for Film Companies:

Previous Comments:

The site supports 3 bat maternity roosts (with others in close proximity) reptile habitat and part of the site is within 250m of a pond where Great Crested Newts have been recorded. Most of the surrounding woodland is deciduous with some wood pasture and parkland which are also classified as a BAP priority habitat. The Bramshill SSSI which is part of the Thames Basin SPA is adjacent to the south east. The Playing Field Heath Track SINC is adjacent to the east. The species surveys are not up to date. The proposed mitigation including toolbox talks, ecological supervision, control of lighting and avoidance of buildings with bat roosts is supported and must be undertaken but the ecology report does not fully consider the BAP priority habitats or SINC or potential for impacts on the SPA and SSSI.

#### Joint Waste Client team

No comment as it is for commercial development.

#### National Trust

Revisions requested have been done.

#### RSPB

In response to amended plans and details

– welcome change to site boundary which moves operations further away from sensitive areas of SPA

– concerns that there may a negative impact on SSI if filming takes place outside the boundary therefore advise presence of ecological consultant /advisor to be present during filming and when any temporary features are removed at the end of each filming period

Previous comments:

Likely Significant Effect on the integrity of the Thames Basin Heaths Special protection Area and Bramshill Site of Special Scientific Interest; only a single walkover took place in Nov 2020 which was insufficient to identify the distribution of bird species or activity of breeding birds and the three feature species of the designation – nightjar (which are crepuscular and nocturnal summer visitor), Woodlarks and Dartford Warblers. Night filming would disturb the Nightjars through light and sound and insufficient information has been submitted to assess the impact of daytime activity. Therefore an Appropriate assessment under the habitats Regulations cannot be undertaken by the local planning authority.

#### **PUBLIC COMMENTS**

The statutory requirements for publicity, are set out in the Development Management Procedure Order 2015 (as amended) and the Council's Statement of Community Involvement (SCI). To publicise this application, neighbour letters were posted to relevant addresses, a site notice displayed, and a local press notice was advertised in the local newspaper providing interested parties with a minimum of 21 days to comment. Further letters were sent out following receipt of amended details and further information.

There have been two public representations received summarised as follows:

- Only a minor impact on residents
- Residents provided with warning if nuisance anticipated
- Vehicles can pass one another with the exception of HGVs
- This proposal shares the heritage with the world
- It would bring business and economic benefits to the area
- It would put the building back into a good use

Six public representations objecting to the proposal have been received and are summarised as follows:

- traffic generation particularly from lorries larger than those associated with previous uses
- film unit vehicles too big for narrow roads
- highway safety
- noise nuisance and damage from reversing long vehicles trying to access the entrance from Plough Lane
- vehicle access should be limited to between 7am and 10pm
- damage to verges
- bridge should be reinforced to use as access
- unsuitable use for conservation areas and SSSI.

## **CONSIDERATIONS**

1. Principle of Development
2. Landscape and Visual Impacts
3. Heritage Impacts
4. Impacts upon Amenity
5. Highway Safety, Access and Parking
6. Flood Risk and Drainage
7. Ecology, Trees and Landscaping
8. Climate Change and Equality

### **1. PRINCIPLE OF DEVELOPMENT**

From a national perspective, the use of buildings or land for film-making purposes for 9 months within any 27-month period is generally considered acceptable in principle as it falls within Class E, Part 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO) but this site does not meet the necessary criteria to benefit from permitted development rights for filming as it exceeds 1.5 ha in area and comprises Listed Buildings and their curtilages. Therefore planning permission is required for filming over any time period.

There are no works proposed to Listed Buildings therefore Listing Building Consent is not required in this instance. Policies ED3 and NBE1 of the HLP32 and Saved Policy GEN2 of the HLP06 support the conversion of previously used permanent buildings and development on suitable previously developed land within the countryside subject to the impacts on heritage the highway network, and residential amenity and the accessibility of the site. These issues



are considered below.

## **2. LANDSCAPE AND VISUAL IMPACT**

Policy NBE2 of the HLP32 seeks to achieve development proposals that respect and wherever possible enhance the special characteristics, value, or visual amenity of the District's landscapes. This policy contains five criteria to assess development proposals in relation to landscape impacts. It also states that, where appropriate, proposals will be required to include a comprehensive landscaping scheme to ensure that the development would successfully integrate with the landscape and surroundings.

The site lies within the Thames Basin Heath National Character Area which is subdivided by the Hampshire County Integrated Character Assessment into 3 – woodland and plantation on heath, lowland mosaic heath and river valley floor. The Hart Landscape Assessment (1997) defines the site as lying within the Bramshill Landscape Character Area. The main distinguishing features are dense woodland on former heathland with anthropogenic intervention in the form of formal rides, avenues and parkland. Within the site itself there are the formal gardens and drive associated with the Mansion and the other Listed Buildings and structures, the lake and surrounding heath and pine plantations with sports pitches, the deer park with managed grassland and woodlands and the college campus comprising modern buildings set within grassed areas interspersed with groups of mature trees.

The site is surrounded by dense areas of woodland therefore there are no views into the site from the surrounding area. As the proposal is for the use of land and buildings only, with no proposed alterations to the external appearance of any buildings or erection of anything but temporary structures during actual filming, there would not be any permanent impact on the landscape or general character and appearance of the area.

However, whilst it is not the intention of the applicant to erect any fences or means of enclosure there is provision under the GPDO to erect such structures up to 2 metres in height outside the curtilage of any Listed Building therefore a condition is proposed to remove such permitted development rights.

## **3. HERITAGE IMPACTS**

Section 16(2) of the Planning (Listed Building and Conservation Areas) Act 1990 (The Act) requires Local Authorities to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which they possess when considering whether to grant Listed Building Consent. Section 66(1) of The Act requires special regard to be had to the desirability of preserving buildings or their settings or any features of special architectural or historic interest which they possess in considering whether to grant planning permission. Section 72 (1) of The Act requires Local Authorities to pay special attention to the desirability of preserving or enhancing the character and appearance of conservation areas when exercising their planning functions.

Policies NBE8 and NBE9 of the HLP32 states that development proposals should conserve or enhance heritage assets and their settings, taking account of their significance.

The NPPF 2021 paragraph 197 requires local authorities in determining applications to take account of the desirability of sustaining and enhancing heritage assets and putting them to viable uses consistent with their conservation. Paragraph 199 of the NPPF states that great weight should be given to the conservation of designated heritage assets and paragraph 200 states that any level of harm to, or loss of, significance requires clear and convincing justification. Paragraph 202 of the NPPF states that where a development proposal will lead

to less than substantial harm this must be weighed against the public benefits of the proposal including, where appropriate, securing optimum viable use.

Bramshill House is a Grade I Listed Jacobean Mansion built in the early 17th century by Edward la Zouche on the site of an earlier manor house and incorporating some of the elements from it including vaulted cellars. It had accommodation for the King on Royal progress and is only one of 3 Jacobean houses with state rooms for the King and Queen. It is three storeys high at the front and 2 storeys at the sides and rear, built of red brick in English bond dressed with stone with ashlar quoins and stone dressing on the mullion windows. It has a red tiled roof with an open carved stone parapet. In plan form it extends back at right angles from the southern facade with a wing either side, the south-western wings having been partially destroyed by fire in the reign of Charles I and when the damage was repaired in the early 18th century both wings were shortened. Apart from this alteration the form is substantially as originally built apart from Georgian inserts at the mezzanine level, Victorian insertions on the ground floor and an 18th century staircase and panelling.

The southern facade is notable for its decorative architecture which comprises a large oriel window above an ornate stone bay with double sets of pilasters on each floor. Inside the entrance is the great hall with a raised dais and a Jacobean screen decorated with coats of arms. The northern facade has 3 bays and has a central arched entrance wide enough to accommodate coaches which appears to have been built over the gatehouse of the earlier manor house. There is a terrace on the eastern side of the building with arcaded opening to the house either end which stand above a lawned area bordered to the north by a parterre. Many of the rooms have decorative wooden panelling on the walls including the second floor long gallery which extends the entire length (over 38 metres) of the west wing and the adjacent King and Queen apartments. Two rooms have large tapestries on the walls. Several rooms have ornate marble or wooden chimney pieces. The ceilings of several rooms are decorative plaster, the most elaborate being in the Drawing Room and Library.

The house is of national significance due to its exceptional architecture, its rarity in that it is one of only two surviving Jacobean Mansions and the only one with its designed landscape, historic association and evidential value.

There are no proposals to physically alter the house therefore the main consideration is the impact on filming activities on the historic fabric, fixtures and fittings. The ornate plasters ceilings, panelling and tapestries are particularly vulnerable to damage as a result of overloading of floors, changes in temperature or humidity. However, a document has been submitted with the application setting out guidance for film companies to prevent any damage due to these factors. The sensitivity of each room has been detailed in a series of floorplans and strict rules have been listed relating to those sensitivities. A Film Co-ordinator employed by the current owners would be present at all times during filming to ensure that the guidance was being adhered to. Subject to a condition requiring compliance with this guidance, there would be no harm to the significance of the Mansion as a result of its use for temporary filming.

The grounds of the Mansion have been designated a Grade I Registered Park and Garden. They were landscaped first under the ownership of Zouche from a medieval deer park. The RPG includes the main avenue, Mansion Drive, approaches from the south-west through an arched gateway linked to the two Grade II listed Hazeley Lodges over the Grade I listed High Bridge, past the grade I listed triple arched gate way and the Grade II listed walls and gate piers and stable block to Reading Drive on the north west side of the house. The RPG has high evidential value, exceptional historic value and outstanding aesthetic value. The Grade II listed stable block, built in the 18th century, and other Grade II buildings within and immediately outside of the application site form a cohesive group which are a significant feature in the landscape.

The guidance referred to above also relates to activities within the RPG and around the listed walls, turrets and gates to prohibit any excavation or alteration to the structures. Therefore, the condition proposed to ensure compliance with the guidance would also prevent any harm to the significance of these designated heritage assets. A condition to restrict permitted development rights to erect fences, walls or other means of enclosure would ensure there would be no harm to the setting of the Listed Buildings or the part of the RPG within the application site.

The application site does not include the Grade II Hazeley Lodges, or the curtilage-listed buildings on the wider site and the filming activities will not affect their significance. The junction of Reading Drive South and Plough Lane lies within the Bramshill Conservation Area. No works to the highway are proposed at this junction. As such the proposal would not impact on the character and appearance of the conservation area.

Whilst there are a large number of designated and non-designated assets outside of the Registered Park and Garden, due to the separation distances and intervening vegetation there would be no impact from the proposal on their significance from development with their setting.

The costs associated with ensuring that the heritage assets are properly managed are significant and whilst costs do vary from year to year, the applicant has provided the following information relating to the costs of maintaining the site:

- Providing security for the heritage assets i.e. site security presence, alarms and boundary security
- Maintenance/repair of the heritage assets and historic park including preventative measures/inspections to ensure that the deterioration of the assets is mitigated against.
- Maintenance of services that are required to secure and maintain the heritage assets i.e. electricity and other utilities.
- Buildings and contents insurance
- Management costs and professional fees.

The revenue that is secured through film and programme licences would assist in securing and maintaining the heritage assets and therefore the proposal would have a positive heritage impact.

As such the proposal would comply with sections 16 (2), 66 (1) and 72 (1) of the Act, paragraphs 197, 199, 200 and 202 of the NPPF and Policy NBE8 of the HLP32.

#### **4. IMPACTS UPON AMENITY**

Policy NBE11 of the HLP32 supports development which does not give rise to, or would not be subject to, unacceptable levels of pollution. Saved policy GEN1 of the HLP06 supports development that, amongst other requirements, causes no material loss of amenity to adjacent properties. Saved Policy GEN6 states that development which generate volumes of traffic unsuited to the local area will only be permitted where the proposal incorporates adequate noise abatement measures to alleviate any material loss in amenity.

The NPPF 2021 advises that planning decisions should ensure that developments achieve a high standard of amenity for existing and future users and also do not undermine quality of life for communities.

Whilst the area designated for filming does not include any dwellings, there are small number of houses to the north of the site, 20 standalone dwellings within the estate, and a small number accessed through it to the south of the site.

HGV routes to and from the site are clearly set out in the traffic Operation & Management Plan (Temporary Filming) to avoid disturbance to the neighbours, particularly those adjacent to the junction between Plough Lane and Reading Drive South. Following these routes would avoid the need for any reversing, which would be particularly disturbing for residents. HGVs would also only be permitted travel to and from the site between the hours of 6am and 7pm Monday to Saturday, and between 10am and 4pm on Sundays and Bank Holidays, with the exception of a maximum of 20 days a year when access would additionally be permitted between the hours of 6am and 11pm. Access outside the permitted hours when the 20-day exception period has expired would require prior notification to Hart District Council. No HGVs would be permitted to access the site before 6am or after 11pm. A condition is proposed to require compliance with the Operational Management Plan.

A Noise and Nuisance Guidance document has been submitted which includes the following restrictions:

1. No filming, set building, or preparation before 6am or after 11pm;
2. No night-time flood lighting within 100m of any occupied residential dwellings without the agreement of the relevant residents;
3. No pyrotechnics or heavily amplified music that would have the potential to consistently exceed 35db internally with windows closed;
4. The filming layouts and locations of plant and equipment to be set up to minimise a disturbance to residents as far as reasonably practical;
5. Plant and equipment should be properly maintained with all acoustic covers kept in place;
6. Equipment should be switched off when not in use;
7. Where reasonably practical electrical plant and equipment should be used rather than diesel or petrol;

and

8. Provision for a complaints resolution procedure.

Given the separation distance to the nearest residential properties and the temporary nature of the lighting, any loss of amenity by way of light pollution would be minimal.

Subject to compliance with these measures, which would be secured by condition, the Council's Environmental Health Team has no objection. The proposal would not have any significant detrimental impact on neighbouring amenity and complies with Policy NBE11 of the HLP32 and Saved Policies GEN1 and GEN 6 of the HLP06 in this respect.

## **5. HIGHWAY SAFETY, ACCESS AND PARKING**

Policy INF3 of the HLP32 states that development should promote the use of sustainable transport modes prioritising walking and cycling, improve accessibility to services and support the transition to a low carbon future.

Saved policy GEN1 of the HLP06 supports developments that do not give rise to traffic flows on the surrounding road network which would cause material detriment to the amenities of nearby properties and settlements or to highway safety, do not create the need for highway improvements which would be detrimental to the character or setting of roads within conservation areas or rural lanes and do not lead to problems further afield by causing heavy traffic to pass through residential areas or settlements, or use unsuitable roads.

Paragraph 111 of the NPPF 2021 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The site is located in an isolated setting with limited access to public transport. The site however has good links to the road network, being located within 13 miles of the M3 (junction 4A) and close proximity to the A30 and M4 (junction 11). The existing vehicular access to the site is considered suitable and Hampshire County Council as the Local Highway Authority (LHA) have confirmed the proposed visibility spays are adequate for the temporary use.

The length of Plough Lane to the south west of the site entrance is single track with passing places therefore vehicles are currently routed by signage on the Plough Lane/ B3011 junction to approach this site entrance from the B3017 (Bramshill Road) either from Reading Drive South which is 4.2m wide and provides a link from Plough Lane to Bramshill Road, or along a short length of Plough Lane to the north-east of the site which is 4.7 m in width. The applicant's highway consultant maintains that large vehicles regularly used the north-eastern section of Plough lane and Reading Drive South when the Police College was operational. The traffic movements associated with the former Police College use were 359 in a 24-hour period, as confirmed by surveys at the Reading Drive South/Plough Lane access when the college activity was reduced towards the end of operational period.

Vehicle numbers and types are anticipated to fluctuate both during the phases of work and between productions. However, the highest level of trip generation will be close to and during the filming stages. Traffic generation was initially calculated by the applicant based on operator information and experience. This was estimated to be 140 two-way movements per day in the most intensive periods of filming which would primarily be outside of peak hours. The LHA requested that the applicant provide a more robust method of calculating traffic movement and the site was surveyed for a two-week period commencing 27 September 2021 whilst filming was taking place and a total of 38 two-way movements occurred during the morning peak hour (08.00 – 09.00) and 353 during a 24 hour period. A total of 16 HGVs arrived throughout the day (equating to one every 1.5 hours). The LHA has analysed the traffic generation of the proposal and current traffic conditions on local roads and have confirmed that it is unlikely that a severe impact would be caused to the local highway network.

The LHA consider most trips to the site would be via the M3 and M4 motorways utilising Bramshill Road and Plough Lane to access the site via Reading Drive South. The LHA have raised concerns over using the section of Plough Lane and Reading Drive South between the site access and junctions with Bramshill Road.

Swept path analysis indicate HGVs can safely enter and exit the site using Reading Drive

South for arrivals and the north-eastern section of Plough Lane for departures from Bramshill Road and the existing width of the access can accommodate these large vehicles. They also maintain that the access was used by delivery and refuse vehicles throughout the period the site was used as a police college. The LHA have accepted the submitted tracking diagrams as accurate.

Whilst local residents have expressed concerns regarding highway safety, accident records indicate that no recorded accidents have occurred at, or within the immediate vicinity of, the site access along Plough Lane or Reading Drive South within the five-year review period.

An Operational Management Plan has been submitted as part of this application. It sets out the management strategy and measures to influence delivery and service vehicle access the site to minimise any adverse impact on the highway network. It includes the following measures:

- a routing strategy for HGVs using Reading Drive South for arrivals and the north-eastern section of Plough Lane for departures from Bramshill Road
- setting up of a Filming Operations Management Team (FOMT) comprising members of the on-site City and Country management team and Ad-Locations as the operator.

Subject to the inclusion of a condition requiring compliance with this Operational Management Plan the proposal would comply with Policies NBE9 and INF3 of the HLP32 and Policy GEN 1 of the HLP06.

Concerns raised regarding damage to highway verges are proposed to be addressed by a commitment to carry out a road condition survey of Reading Drive South and Plough Lane before and after every filming episode.

## **6. FLOOD RISK AND DRAINAGE**

Policy NBE5 (Managing Flood Risk) of the HLP32 sets out five criteria when development would be permitted, in this case the applicable criteria to this proposal are:

- Over its lifetime it would not increase the risk of flooding elsewhere and will be safe from flooding;
- If located within an area at risk from any source of flooding, now and in the future, it is supported by a site-specific flood risk assessment and complies fully with national policy including the sequential and exceptions tests where necessary;
- Within Causal Areas (as defined in the SFRA) all development takes opportunities to reduce the causes and impacts of flooding.

Flood mapping indicates that the application site falls within Flood Zone 1 which has the lowest risk of fluvial flooding. Government advice states that a Flood Risk Assessment may be required in Flood Zone 1 for sites in excess of 1 hectare such as this. A document setting out a brief consideration of the risk from flooding has been submitted which shows the only part of the site at risk from flooding is at the rear of Foxley hall but as there is safe egress from the building onto the adjacent land this is not considered to be an issue.

Given the intermittent nature of the proposed use and that no permanent form of construction is proposed, there would be no risk from flooding on the site or elsewhere in the vicinity as a result of the filming activity.

On this basis, the application is acceptable and in compliance with the objectives of Policy NBE5 of the HLP32 and the aims of the NPPF.

## **7. ECOLOGY, TREES AND LANDSCAPING**

Policy NBE3 of HLP32 and Saved Policy NRM6 of the South-East Plan relate to the Thames Basin Heaths Special Protection Area and control impact on the ecological integrity of the designated area.

The red line of the application site has been amended during the course of the application so that no part of the site is adjacent to the Thames Basin Heaths SPA and only a very small part is within 400 metres of the SPA. The majority of the site is with the 5km zone of influence as defined in Policy NBE3 of the HLP32.

Where there is potential for a plan or project to have an adverse effect on an SPA the 'competent authority' (in this case the Council as Local Planning Authority) has a duty under Regulation 63 of Part 6 of the 2017 Habitat's Regulations to undertake an 'appropriate assessment' to determine whether that plan or project, either alone or in combination, is likely to have a significant effect.

An Appropriate Assessment has been undertaken and established that the application is not related to the management of the SPA, does not include residential development (so there is no possibility for the permanent introduction of domestic pets and the likelihood of any animals brought to the site for filming purposes escaping is negligible) and there is no access to the SPA from the land that is the subject of this application.

As such there is no likely impact from arson, predation, or disturbance from sound and light or the presence of people and structures. The use of fire or pyrotechnics during filming is strictly controlled through Health and Safety legislation therefore the risk of fire to the SPA as a result of the use is extremely low. Moreover, a Schedule of Restricted activities has been submitted with the application (LUC Guidance – Ecology Restrictions dated 11 November 2021) and these restrictions can be conditioned. In terms of nitrate deposition from HGVs the number of vehicle movement will be no greater than when the site was in use as a Police Training College.

The proposal will not give rise to likely significant effects either on its own or in combination with other plans and projects. The proposal would therefore meet the objectives of Policy NBE3 of the HLP32 and Saved Policy NRM6 of the South-East Plan.

Policy NBE4 of the HLP32 states that:

'In order to conserve and enhance biodiversity, new development will be permitted provided:

- a) It will not have an adverse effect on the integrity of an international, national or locally designated sites.
- b) It does not result in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss;
- c) opportunities to protect and enhance biodiversity and contribute to wildlife and habitat connectivity are taken where possible, including the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations. All development proposals will be expected to avoid negative impacts on existing

biodiversity and provide a net gain where possible'.

Paragraph 174(d) of the NPPF states that planning decisions should contribute to and enhance the natural environment by minimising impacts on and providing net gains for biodiversity. Paragraph 180 (a) states that if significant harm to biodiversity resulting from development cannot be mitigated it should not be permitted.

LUC Guidance – Ecology Restrictions dated 11 November 2021 submitted with the application proposes to restrict the use as follows:

- No lighting of buildings or trees during night time hours within the bat breeding season (April to August inclusive) and any HGVs arriving after dark that require task lighting, during the bat breeding season and also parked close to buildings or trees, must use low level safety lights to avoid disturbance to the bats
- No night-time use of pyrotechnics
- No ground disturbance in areas of grass, woodlands and within root protection zones of trees
- No vehicular access or storage within tree root protection zones
- No activities within 30 metres of badger set in northern woodland
- No activities which would cause damage, disturbance or contamination of water bodies

Subject to the inclusion of a condition requiring compliance with this guidance, the proposal would comply with objectives of Policy NBE4 of the HLP32 and the NPPF.

Saved Policy CON8 of the HLP06 states that where development is proposed which would affect trees, woodlands or hedgerows of significant landscape or amenity value planning permission will only be granted if these features are shown to be capable of being retained in the longer term or if removal is necessary new planting is undertaken to maintain the value of these features and that planning conditions may be imposed to require the planting of new trees or hedgerows to replace those lost.

Some works to trees have been permitted on the estate but outside the application site to remove hazards from part of the site used for filming recently including the removal of suspended and broken branches from 8 mature trees and minor pruning of lateral branches over the access track to the sports field but it is not proposed to remove any trees as part of this proposal. A plan has been provided showing root protection areas and compliance with the submitted LUC Bramshill 2021 Ecology restrictions – Filming Activities Only which could be required by condition would prevent storage or parking of vehicles within the root protection zones of any trees.

The proposed works on site are limited to a temporary use and do not comprise physical site works that will impact on ecology of the site or the adjacent SPA. Natural England has been consulted and raised no objections to the proposal. The proposal would not have any detrimental impact on protected species or habitat and would comply with Policies NBE2, NBE3 and NBE4 of the HLP32 and Saved Policy CON8 of the HLP06 subject to a condition requiring the compliance with the Ecological guidance referred to above.

## **8. CLIMATE CHANGE AND EQUALITY**

On 29th April 2021 Hart District Council agreed a motion which declared a Climate Emergency



in Hart District. Policy NBE9 of the HLP32 requires proposals to demonstrate that they would:

i) reduce energy consumption through sustainable approaches to building design and layout, such as through the use of low-impact materials and high energy efficiency; and

j) they incorporate renewable or low carbon energy technologies, where appropriate.

The submitted application does not include any permanent buildings and will use low carbon technologies as far as possible.

The proposal therefore meets the requirements of Policy NBE9 of the HLP32 and the NPPF in terms of sustainability/renewable or low-carbon energy technologies to address climate change.

With regard to equality, the Council has a duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics and those who do not under the Equalities Act. The application raises no concerns about equality matters.

## **CONCLUSION**

The use of the application site for filming use for a temporary period would not permanently alter the character or appearance of the heritage assets and there would be no detrimental

effects on landscape or ecology features, serious harm to the character and amenities of the area or highway conditions in the locality. It is therefore considered that the proposal complies with the relevant policies of the Development Plan and the NPPF.

**As such this application is recommended for approval subject to conditions.**

## **RECOMMENDATION - Grant Temporary Consent**

### **CONDITIONS**

- 1 The use hereby permitted shall be discontinued and the site fully restored to its former condition on or before 1st March 2026.

REASON: In order that the use shall not become established on a permanent basis, to enable the Local Planning Authority to re-assess the impact of the use on the historic and natural environment and the amenity of residents in compliance with Policies NBE1, NBE2, NBE3, NBE4, and NBE8 of the Hart Local Plan (Strategy and Sites) 2016-2032, Saved Policies GEN1, GEN11 and CON8 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies and Saved Policy NRM6 of the South-East Plan 2009.

- 2 No filming shall take place other than in accordance with the GI Guidance for Film Companies Bramshill v7- 12022-01-24 and related floor plans received 14.12.2021 showing sensitivities of rooms within Bramshill House.

REASON: To protect the significance of the heritage assets in compliance with Policies NBE8 and NBE9 of the Hart Local Plan (Strategy and Sites) 2016-2032.

- 3 No filming shall take place other than in accordance with the document titled LUC Bramshill 2021 Temporary Application Version - Ecology restrictions - Filming Activities

Only dated 11 November 2021.

REASON: To protect the integrity of the Thames Basin Heaths Special Protection Area and the ecological interests of the site in accordance with Policies NBE3 and NBE4 of the Hart Local Plan (Strategy and Sites) 2016-2032 and Saved Policy NRM6 of the South-East Plan 2009.

- 4 No filming shall take place other in accordance with the Operational Management Plan ref 13344-HYD-XX-XX-RP-TP1007-PO3 19.01.2022.

REASON: In the interests of highway safety and to ensure the amenity of nearby residents is not adversely affected in compliance with Policies NBE11 and INF3 of the Hart Local Plan (Strategy and Sites) 2016-2032 and Saved Policy GEN1 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies.

- 5 No filming shall take place other than in compliance with N1v3 Noise and Nuisance Guidance.

REASON: To ensure the amenity of nearby residents is not adversely affected in compliance with Policy NBE11 of the Hart Local Plan (Strategy and Sites) 2016-2032 and Saved Policy GEN1 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies.

- 6 No ground disturbance shall take place anywhere on the site.

REASON: To protect the trees and the landscape, the ecological and archaeological interests and the historic integrity of the site in accordance with Policies NBE3 and NBE4 of the Hart Local Plan (Strategy and Sites) 2016-2032 and saved policies GEN1 and CON8 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies.

- 7 No vehicular movements, parking or storage shall take place within the root protection zones of any tree or within 15 metres of any veteran trees as shown on plan CC-S322-TF-P2-01.

REASON: To protect the trees on the site in accordance with Policies NBE3 and NBE4 of the Hart Local Plan (Strategy and Sites) 2016-2032 and saved policies GEN1 and Policy CON8 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies.

- 8 Any vegetation removed without the Local Planning Authority's consent, or which dies or become, in the Authority's opinion, seriously damaged or otherwise defective during a filming period shall be replaced and/or shall receive remedial action as required by the Authority. Such works shall be implemented as soon as is reasonably practicable and, in any case, replacement planting shall be implemented by not later than the end of the following planting season, with planting of such size and species and in such number and positions as may be agreed with the Authority in writing.

REASON: To ensure the continuity of amenity afforded by existing vegetation and to satisfy saved policy GEN1 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies.

- 9 The development hereby approved shall be carried out in accordance with the following:

-Site location Plan  
-Block plan MR 100 01 dated 07.10.21

- Mansion Basement M/BH
- Mansion Ground Floor BH/MH/G/1
- Mansion Mezzanine Floor BH/MH/M/1
- Mansion First Floor BH//MH/F/1
- Mansion Second and Third Floors BH/NH/S&T/1
- Stable Block BH/SN/26
- Foxley Lower Ground Floor BH/FHLG/18
- Foxley Upper Ground Floor BH/FHUG/18
- Foxley First Floor FHFF/BH/
- Foxley Second Floor BH/FHSF/18
- Reception and Lecture Theatres BH/R&L/17
- Oak Hall and Conference Centre Lower Ground (Proplan)
- Oak Hall and Conference Centre Ground Floor BH/OHCC/G/6&7
- Oak Hall and Conference Centre First Floor BH/OHCC/F/6&7
- Cope Hall BH/CH/9
- Shop BH/S/11
- Raven Ground Floor BH/R/RAVEN G
- Raven First Floor BH/R/RAVEN F
- Swift Ground Floor BH/R/SWIFTG
- Swift First Floor BH/R/SWIFT F
- Teal Ground Floor BH/R/TEAL G
- Teal First Floor BH/R/TEAL F
- Wren Ground Floor BH/R/WREN G
- Wren First Floor BH/R/WREN F
- Sports Hall Ground Floor BH/SH/GF/15
- Sports Hall Balcony and Basement BH/SH/BB/15
- Building refs for Floor Plans
- CC-S322-TF-P2-01 Bramshill Filming Root Protection Areas
- Application form
- GI Guidance v7 2022-01-24 including plans showing room sensitivity within the mansion and strict guidelines on what filming activities are prohibited within specific areas as updated 14.12.2021
- LUC Guidance - Ecology Restrictions dated 11 November 2021
- Shadow Habitats Regulations Assessment
- Transport Statement and Transport Note
- ATC locations and results
- Supporting Statement with design and Access Statement and Flood risk Assessment
- Heritage Statement
- Planning Statement
- Operational Management Plan dated 13.12.2021 showing proposed routing of trucks and HGVs and a management strategy
- Tree reports
- Biodiversity Survey and reports
- Refuse Disposal details
- Sustainability appraisal

REASON: To ensure provision of satisfactory development and to protect the natural and historic environment in compliance with Policies NBE1, NBE2, NBE3, NBE4, NBE8 and NBE9 of the Hart Local Plan (Strategy and Sites) 2016-2032, saved Policy GEN1 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies and Saved Policy NRM6 of the South-East Plan 2009.

10 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any Order revoking or re-

enacting this order with or without modification, no walls, fences or gates or other means of enclosure as permitted by Class A of part 2 of the second Schedule of the Order shall be erected on the application site.

REASON: To protect the character and appearance of the area and the significance of the heritage assets and their settings to comply with Policies NBE1, NBE2 and NBE8 of the Hart Local Plan (Strategy and Sites) 2016-2032.

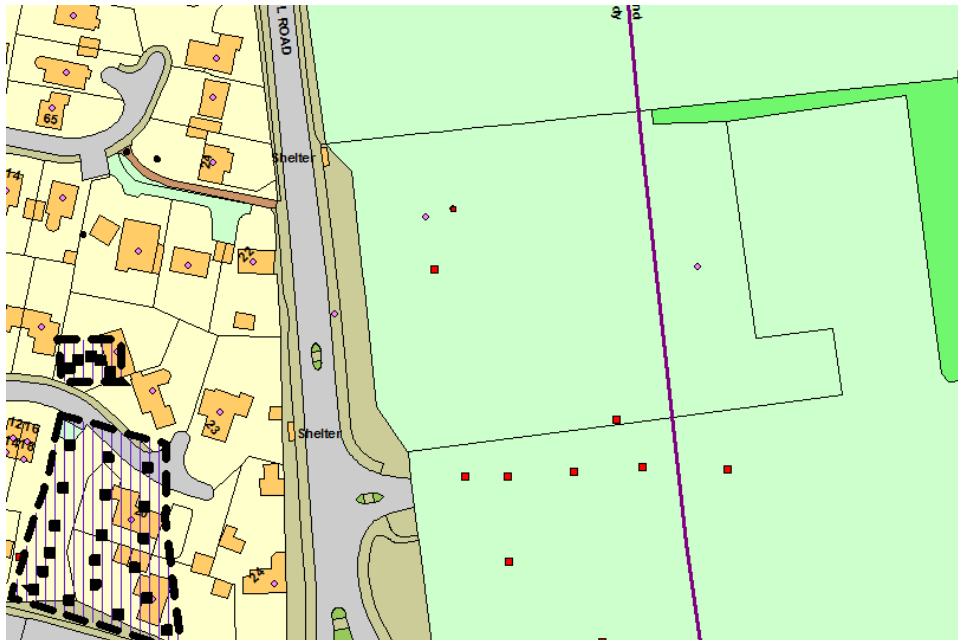
## INFORMATIVES

- 1 The applicant is advised that under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017, bats are a protected species and it is illegal to intentionally or recklessly damage, disturb or destroy a bat or its habitat. If any evidence of bats is found on site, Natural England must be informed and a licence for development obtained from them prior to works continuing. For further information go to [www.naturalengland.org.uk](http://www.naturalengland.org.uk) or contact Natural England (S.E. regional office) on 0238 028 6410.
- 2 Hart District Council has declared a Climate Emergency. This recognises the need to take urgent action to reduce both the emissions of the Council's own activities as a service provider but also those of the wider district. The applicant is encouraged to explore all opportunities for implementing the development approved by this permission in a way that minimises impact on climate change.
- 3 The Council works positively and proactively on development proposals to deliver sustainable development in accordance with the NPPF. In this instance: The applicant was advised of the necessary information needed to process the application and, once received, the application was acceptable and no further engagement with the applicant was required.

**COMMITTEE REPORT**

**ITEM NUMBER:**

APPLICATION NO.	21/02445/AMCON
LOCATION	<b>Land On the East Side of Beacon Hill Road Ewshot Farnham GU52 8DY</b>
PROPOSAL	Removal of Condition 14 attached to Planning Permission 16/00564/OUT dated 16/05/2018 which limits the total amount of B8 floorspace to a maximum of 3,031.50 sqm or 65% of the total floorspace to be provided at the site whichever is the lesser
APPLICANT	Nigel C/O Agent
CONSULTATIONS EXPIRY	29 October 2021
APPLICATION EXPIRY	20 December 2021
WARD	Church Crookham East
RECOMMENDATION	<b>Authorise the Head of Place to GRANT permission following completion of the Deed of Variation to tie this application into the original Section 106 legal agreement relating to the site.</b>



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## **BACKGROUND**

This application has been referred to the Planning Committee for determination as it relates to the removal of a condition imposed at the request of the Planning Committee and a Ward Member has requested that the proposal be reported back to the Committee for determination.

### **SITE:**

The application site is located on the eastern side of Beacon Hill Road between its junctions with Bourley Road/Tweseldown Road to the north and Sandy Lane to the south.

The site has an area of 1.47 hectares and at present the site is being developed to provide a mixed-use commercial scheme. The site was previously largely undeveloped, although there was a car parking area at the rear of the site which was used by the adjacent former Vertu office/commercial building located to the south before that was also redeveloped to provide a mixed-use commercial and retail development. The rest of the site was laid to grass with a number of trees located within and around the site.

The site is located within the settlement area of Fleet/Church Crookham, and part of the site lies within a Flood Zone 2 and 3 location.

Surrounding development comprises the Peter Driver Sports Ground to the north, residential development on the opposite side of Beacon Hill Road to the west, the former Vertu office/commercial unit to the south, which is currently being redeveloped, with woodland beyond and Tweseldown Racecourse to the east.

### **PLANNING HISTORY:**

99/01001/OUT - Development for Leisure Use (Use Class D2) - Refused 12.05.2000;

00/01371/OUT - Erection of building for R and D and production with associated offices (B1, B2 and B8 use class) to be erected in three phases, full details of phase one building. (On land at Martin Lines, Beacon Hill Road, Church Crookham) - Approved 08.08.2001;

04//02546/MAJOR - Outline: application for use of previously developed land for residential purposes at more than 30 dwellings per hectare with associated roads, landscape and access - Withdrawn 24.05.2005;

06/02049/FUL - Construction of three-year temporary car park - Approved;

09/00057/MAJOR - Outline planning application for an extension of production floorspace (up to 1,150 sq.m.) and an extension of office floorspace (up to 1,530 sq.m.) and associated car parking spaces - Withdrawn;

16/00564/OUT - Outline application for commercial B1, B2, B8 development comprising 10 industrial units - Approved 16.05.2018;

16/00564/CON - Discharge of condition 6 - remediation/ mitigation measures - pursuant to 16/00564/OUT Outline application for commercial B1, B2, B8 development comprising 10 industrial units - Approved 14.09.2018;

19/00428/REM - Application for Approval of Reserved Matters relating to appearance, landscaping, layout and scale pursuant to outline Planning Permission 16/00564/OUT for

commercial B1, B2, B8 development comprising 10 industrial units - Approved 03.06.2019;

20/00032/AMCON - Variation of Condition 19 attached to Planning Permission 16/00564/OUT dated 16/05/2018 to extend the delivery hours for the development to between 06.00 - 23.00 hours Monday to Saturday and Bank Holidays and between 08.00 - 21.00 on Sundays - Refused 02.06.2020;

21/01779/AMCON - Variation of Condition 19 attached to Planning Permission 16/00564/OUT dated 16/05/2018 to extend the delivery hours for the development to between 07.00 - 22.00 hours Monday to Friday and between 08.00 - 20.00 on Saturdays, Sundays and Bank Holidays - Pending;

21/02186/CON - Approval of Condition 6 - acoustic fence - pursuant to 19/00428/REM Application for Approval of Reserved Matters relating to appearance, landscaping, layout and scale pursuant to outline Planning Permission 16/00564/OUT for commercial B1, B2, B8 development comprising 10 industrial units - Withdrawn 06.09.2021

#### PROPOSAL:

This application seeks the removal of Condition 14 attached to Planning Permission 16/00564/OUT dated 16/05/2018 which limits the total amount of B8 floorspace to a maximum of 3,031.50 sqm or 65% of the total floorspace to be provided at the site whichever is the lesser.

#### CONSULTEES RESPONSES

**Church Crookham Parish Council**

No Objection.

**Ewshot Parish Council**

No objection.

**Tree Officer (Internal)**

No arboricultural objections regarding this application.

**Hampshire County Council (Highways)**

No objection.

**Ecology Consult (Internal)**

No objection.

**Drainage (Internal)**

No comments.

**Natural England**

No objection.

**Environment Agency Thames Area**

No comments.

**Environmental Health (Internal)**

No comment to make on this planning application.

**HCC Local Lead Flood Authority**

No comments.

#### NEIGHBOUR COMMENTS

N/A

#### POLICY AND DETERMINING ISSUES

### **Hart Local Plan (Strategy & Sites) 2032 (HLP32):**

SD1 – Sustainable Development

SS1 – Spatial Strategy and Distribution of Growth

ED1 – New Employment

ED2 – Safeguarding Employment Land and Premises (B-Use Classes)

NBE5 – Managing Flood Risk

NBE9 – Design

NBE11 – Pollution

INF3 – Transport

### **Saved Policies of the Hart Local Plan 2006 (HLP06):**

GEN1 – General Policy for Development

GEN6 - Policy for Noisy/Un-neighbourly Developments

### **CONSIDERATIONS:**

Government guidance indicates that an application can be made under section 73 of the Town and Country Planning Act 1990 to vary or remove conditions associated with a planning permission. One of the uses of a section 73 application is to seek a minor material amendment, where there is a relevant condition that can be varied. The principle of the development has already been established through planning permissions 16/00564/OUT and 19/00428/REM and therefore the material considerations relate solely to the implications of the removal of the condition.

Condition 14 of planning permission 16/00564/OUT states that:

14 The total amount of Use Class B8 floorspace to be provided on site shall be limited to a maximum of 3,031.5 square metres or 65% of the total floorspace to be provided at the site, whichever is the lesser.

#### **REASON:**

To accord with the terms of the application, to limit any potential impact on neighbouring amenity and to satisfy policy GEN1 of the Hart District Local Plan (Replacement) 1996-2006 and First Alterations to the Hart District Local Plan (Replacement) 1996-2006.

The condition was added at the request of the Planning Committee during the consideration of the case at their meeting held on 18th January 2018.

Use Class B8 covers storage and distribution uses.

The planning permission for the site allows for a mix of Class B1 (office, research and development and light industrial), B2 (general industrial) and B8 (storage and distribution) uses.

As a result of changes to the Use Classes Order in 2020 Use Class B1 has been replaced by Use Class E which covers commercial, business and service uses and relates to use as a shop, for the sale of food and drink mostly consumed on the premises, financial services, professional services and any other services which it would be appropriate to provide in a commercial locality, medical services, non-residential creche, day centre or nursery, and office, research and development and light industrial uses.



## Principle of the Development:

Paragraph 81 of the National Planning Policy Framework (NPPF) states that:

'Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential'.

Paragraph 84 of the NPPF goes on to add that: 'Planning policies and decisions should enable: a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings....'

Policy ED2 of the adopted Local Plan confirms that:

'2. Locally Important Employment: To contribute towards meeting the future economic growth needs of the District, the following sites are designated as Locally Important Employment Sites and will be given protection against loss to non-B-class employment uses by protecting them for B class uses: ...

xix. Beacon Hill Road, Church Crookham...'

With regard to Locally Important Employment Sites the reasoned justification for policy ED2 states:

'Other employment sites in the District play an important role in servicing the local economy. These smaller employment sites provide important business locations and in some instances provide a location for valuable bad neighbour activities. 'Bad neighbour' uses are those uses or industrial processes which may cause nuisance by reason of noise, vibration, smell and fumes. They include uses which are visually unattractive such as those involving large areas of open storage.'

In support of the application the applicants have provided a Planning Statement, along with a supporting statement prepared by a Director of Hurst Warne, Chartered Surveyors and Commercial Property Consultants and an Addendum to the original Transport Statement.

The Planning Statement indicates that:

'The Reserved Matters application on this site, which was granted in June 2019, provides the details in terms of the size and distribution of the units within this new employment site.

As set out in the 19/00428/REM application the 10 units would be split between 3 buildings with the furthest building located on the eastern boundary. The building to the rear of the site would contain 5 units of 298m<sup>2</sup>, 358m<sup>2</sup> and 236m<sup>2</sup> (x 3). The building to the middle of the site would contain 3 units of 569m<sup>2</sup>, 501m<sup>2</sup> and 689m<sup>2</sup>. The building closest to Beacon Hill Road would contain 2 units at 805m<sup>2</sup> and 1,194m<sup>2</sup> each.

As set out in the introduction our client is applying to delete Condition 14 attached to the Outline application, which currently places unnecessary restrictions to the level of B8 floorspace which can be delivered on this locally important employment site.'

In respect of the marketing process for the site the Planning Statement indicates that:

'Hurst Warne have been marketing the site since the original planning consent was granted and they have received interest from companies/businesses whose uses fall across the B1, B2, or B8 use class sectors. To support this application the applicant has asked Hurst Warne to provide a summary of the marketing constraints associated with the B8 restriction. This summary is submitted alongside this application.

In Hurst Warne's discussions with prospective occupiers the B8 restriction has been raised on numerous occasions as a concern by potential buyers or tenants.

Where they have offered a sale of a unit there has been concern by buyers that they will not be able to secure lending or incur debt to buy the unit as the lenders resist as a matter of course lending where there are onerous use restrictions imposed on the asset which could lead to voiding of occupancy and default on loan payments. Similarly, where they have offered lease terms there has been concerns from tenants and their advisors that the leaseholder is likely in the future to find it a problem in passing on their lease to another company when the B8 Use restrictions are still imposed.

Hurst Warne also have material concerns about how this B8 floorspace limit can be managed going forward as different occupiers move in and out of the scheme in the future.

Consequently, present market resistance is only likely to increase on relets or resales where there is risk adversity to any prospect that flexible use of units is constricted by the use class to which other units in the development are being put which may exceed the planning condition limit.

The current B8 floorspace limit of 65% moreover appears to be an arbitrary figure, which demonstrably is impacting on the successful letting/ sales of the units and the ability to attract new employers to what will be a high-quality scheme and an important local employment site.'

The application site is located within a Locally Important Employment Site as identified by policy ED2 of the HLP32. This policy indicates that, in order to contribute towards meeting the future economic growth needs of the District, such sites will be given protection against loss to non-B-class employment uses by protecting them for B-class uses. However, the policy does not differentiate between Use Class B1 (now Use Class E), B2 and B8 uses.

It should also be noted that the Council's 2016 Economic Land Review identified that, in terms of the industrial and warehousing sector, in quantitative terms, the Functional Economic Area (FEA) had only just enough vacant land available to meet the requirements identified at that time and this is likely to remain the case.

As such, it is considered that the principle of the removal of the condition would not conflict with relevant development plan policy requirements.

However, given the recent changes to the Use Classes Order which allow for a greater range of commercial, business and service uses to be undertaken under Use Class E without the need for planning permission, it is considered that it would be necessary to now restrict the types of use that could be carried out to those covered by Use Class E g) only, namely use as i) an office, ii) for the research and development of products and processes, or iii) for any industrial process which can be carried out in any residential area without causing detriment to the amenity of the area.

### Impact on Neighbouring Amenity:

The reason the condition was imposed was principally to address the concern about large distribution lorries using the site and potentially at all times of the day.

The primary impacts of removal of the condition would be likely to be in respect of potential noise generation and traffic movements, including Heavy Goods Vehicles.

The proposed removal of the condition has been considered by both the Council's Environmental Health Officer and by Hampshire County Council - Highways and neither has raised any objections to the removal of the condition.

In general terms, it is not considered that the removal of the condition would result in greater noise generation than previously deemed acceptable as part of the consented scheme. There is nothing to indicate that B8 storage and distribution activities would generate any greater noise than B2 general industrial activities and in fact noise generation is likely to be less.

Traffic generation is therefore considered to be the main consideration in the determination of this application.

The application has been accompanied by a Transport Assessment Addendum. This concludes that:

5.1 The Transport Assessment Addendum has been prepared in support of a S73 planning application to remove Condition 14 of Outline planning consent 16/00564/OUT, which restricted the quantum of the site that could be occupied by B8 commercial warehousing land use. No changes to the site layout or site access are proposed as part of this application.

5.2 In order to assess the potential change in vehicle and OGV traffic that could be associated with the removal of the condition, a TRICS assessment has been undertaken to compare the quantum and make up of 'permitted' trips against the 'potential' trips that could be associated with the site if the full 5,122 sqm quantum were available for B8 commercial warehousing use.

5.3 The TRICS net impact assessment indicates that if all of the site was to be used for B8 commercial warehousing use, there could be a significant reduction in overall vehicle movements to and from the site during the AM and PM peak hours. In addition to this, there could also be a reduction in overall Passenger Car Units (PCU) movements in the AM peak with no material change to the number of overall PCU movements in the PM peak hour.

5.4 In terms of Other Goods Vehicles (OGVs, larger delivery vehicles) the TRICS assessment indicates that there could be an overall limited increase in larger vehicle movements if the full site were to be used for B8 use. However, this would be limited to approximately one additional OGV movement every 10 minutes during the morning and evening peak hours.

5.5 It should also be noted that the increase in OGVs set out in this Addendum is based on the full 5,122 sqm being used for B8 commercial warehousing which is unlikely. As such, the overall increase in OGV peak hour movements is in practice, likely to be lower than set out in this report.

5.6 Given that the use of the full site for B8 warehousing could reduce the overall number of peak hour vehicle movements to and from the site, and that the increase in larger OGVs

would be limited to approximately one additional movement every ten minutes during the AM and PM peak hours, it is clear that the residual level of impact associated with the potential for an increased quantum of the site to be used for B8 warehousing cannot be considered severe in the context of the NPPF.

5.7 In conclusion, having due regard to the NPPF, this Addendum has clearly demonstrated that if the site were to be wholly occupied by B8 use classes, the impact of this traffic would not be severe. For this reason, it is considered that there are no highways or transport related reasons to object to this planning application.

This Addendum has been reviewed by Hampshire County Council - Highways and they have raised no objection to the application in highway safety or traffic generation terms.

It should also be noted that, even if condition 14 were to be removed, other controls would remain in place to restrict the size of individual Use Class B8 units within the development (condition 15 - No single unit to be provided on the site for Use Class B8 purposes shall exceed a total floorspace area of 1,500 square metres) and Heavy Goods Vehicle movements (condition 19 - Heavy Goods Vehicles, ie. those over 7.5 tonnes gross weight, carrying deliveries to or dispatches from the units on the development site shall only access or egress the site between the hours of 08:00 to 18:00 hours Monday to Friday, 08:00 and 16:00 hours on Saturdays and at no time on Sundays and Bank Holidays).

In summary, the submitted Addendum to the Transport Assessment for the site indicates that whilst HGV movements as a result of the removal of the condition would be expected to increase from 3 in the AM Peak and 1 in the PM Peak to 9 in the AM Peak and 9 in the PM Peak, the total number of vehicle movements would actually be likely to decrease from 61 in the AM Peak and 40 in the PM Peak to 27 in the AM Peak and 29 in the PM Peak if the development were all to be used for Use Class B8 purposes.

As such, it is not considered that the removal of the condition would give rise to unacceptable changes to the traffic generated by the development or that the proposal would be likely to give rise to any adverse impact on neighbouring residential amenity, The proposal would, therefore, comply with the requirements of saved policy GEN1 of the HLP06 and policy INF3 of the HLP32.

## **CONCLUSION**

The proposed removal of the condition restricting the total amount of Use Class B8 floorspace in the mixed-use development is considered to be acceptable and in accordance with current Government guidance, including paragraph 81 of the NPPF which states that:

'Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential'.

Paragraph 83 of the NPPF further states that:

'Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of

knowledge and data-driven, creative or high technology industries, and for storage and distribution operations at a variety of scales and in suitably accessible locations'.

The removal of the condition would be likely to result in an increase in the total number of heavy goods vehicle movements to and from the site if all of the floorspace were to be used for storage and distribution purposes, but the level of increase would not be significant and would be associated with a more significant overall decrease in the total number of vehicle movements generated. Conditions would remain in place to restrict the hours when heavy goods vehicles could access and egress the site. No objections to the removal of the condition have been raised by either the Council's Environmental Health Officer or the local highway authority, Hampshire County Council.

As such, it is not considered that the removal of the condition would result in any significant adverse impact on residential amenity due to noise generation or traffic movements.

At a time when the Government is looking to increase flexibility for business uses (through changes to the General Permitted Development Order (GDPO)) and to assist with supporting businesses in a post covid economy the restrictions to this use class could be considered to be overly onerous, and could have an impact on the viability and letting/sales potential of the individual units which could be potentially significant on the completion of the scheme and the delivery of jobs, as argued by the applicants.

As such, it is considered that the proposed removal of the condition would be acceptable and would not conflict with any development plan policy requirements, subject to amendment of the original condition 12 to restrict the specific type of Use Class E activities that could be carried out from the site to those covered by Use Class E g) to retain a degree of control over the nature of uses that could be undertaken on this Locally Important Employment Site.

Approval, subject to the imposition of other appropriate conditions imposed on the original Outline planning permission for the site, is therefore recommended.

**RECOMMENDATION – That the Planning authorise the Head of Place to GRANT planning permission subject to the prior completion of a Deed of Variation to the Section 106 legal agreement entered into at the Outline planning permission stage to ensure that this application is tied into the requirements of that agreement and subject to the following planning conditions:**

#### **CONDITIONS**

- 1 The development hereby approved shall be carried out in accordance with the following drawing numbers and documents:

Drawings:

2260 30 Rev E; HA207 D01; HA208-3M-001 Rev A and HA208-3M-002 Rev A

Documents: Transport Assessment, Preliminary Ecological Appraisal, Drainage Strategy Report, Phase I and Phase II Geo-Environmental Assessment, Flood Risk Assessment, Planning, Design & Access Statement, Energy Statement - Commercial, Arboricultural Impact Assessment

except as superseded or replaced by the following drawing numbers and documents approved as part of the Reserved Matters planning application reference number 19/00428/REM:

Drawings:

737/01 Rev B (Detailed Landscape Proposals); 2260 (Site Layout For B1c, B2 & B8 Use); 2260 02 (Site Layout For B1c, B2 & B8 Use); 2260 03 (General Arrangement Units 1 and 2); 2260 04 (General Arrangement Units 3 to 5); 2260 05 (General Arrangement Units 6 to 10); HA207 D01 (Location Plan).

Documents:

Construction Method Statement Rev A (Harmonix Construction); Crime Prevention Statement (DLP Planning) (February 2019); Drainage Strategy (Matrix Transport Planning and Infrastructure) (February 2019); Indicative Bin and Bike Store Photograph; Indicative Cantilever Sliding Gate Photograph; Landscape Report (Draffin Associates) (737/HDC/LA/26.1.19); Lighting Scheme Rev B (Carnell Warren Associates) (05/04/2019); Planning, Design and Access Statement (DLP Planning) (February 2019); Sustainability Appraisal (DLP Planning) (February 2019); Updated Preliminary Ecological Appraisal (Southern Ecological Solutions) (26/11/2018); Updated Energy Statement - Commercial Rev 1 (Energy Evaluation) (LM051218-180) (27th December 2018).

REASON:

To ensure that the development is carried out in accordance with the approved plans and particulars.

- 2 The development permitted by this planning permission shall be carried out in accordance with the submitted Flood Risk Assessment (FRA) reference: Beacon Hill Road - Flood Risk Assessment dated 4th August 2017 undertaken by Ramboll Environ and the following mitigation measures detailed within the FRA:

1. All built footprint to be located in flood zone 1 as shown in drawing reference: Site Layout for B1c, B2 & B8 use - Drawing Number 30 - Revision E dated 2017
2. There shall be no raising of existing ground levels on that part of the site located within flood zones 2 and 3

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

REASON:

This condition is sought in accordance with paragraph 167 of the National Planning Policy Framework (2021) to prevent flooding elsewhere by ensuring that the flow of flood water is not impeded, and the proposed development does not cause a loss of flood plain storage and to satisfy policy NBE5 of the Hart Local Plan (Strategy & Sites) 2032.

- 3 The development hereby approved shall be carried out in accordance with the mitigation and enhancement measures detailed in the approved Preliminary Ecological Appraisal document, prepared by Southern Ecological Solutions, and dated January 2016. This would include the carrying out of further survey work, in respect of rare flora, breeding birds and common reptiles, and a preconstruction survey for badgers, before any development commences on site.

REASON:

In order to protect and enhance the nature conservation and biodiversity value of the site, in accordance with policy NBE4 of the Hart Local Plan (Strategy & Sites) 2032.

- 4 The development hereby approved shall be carried out in accordance with the recommendations detailed in the approved Arboricultural Impact Assessment document, prepared by Southern Ecological Solutions, and dated 20th March 2016 (including the accompanying Tree Survey Plan (drawing number 1, dated 18.11.15) and Tree Survey & Protection Plan (drawing number 1, dated 21.03.2016)).

REASON:

To limit the impact of the development on the existing trees on site, in accordance with saved policy CON8 of the Hart Local Plan 2006.

- 5 The development shall be carried out in accordance with the contaminated land details approved under planning application reference number 16/00654/CON on 14th September 2018, along with the later approved details in respect of passive ground gas protection measures, utility supply pipes protection and asbestos management and a summary or 'validation report' should be provided upon final completion of the development.

REASON:

To ensure the provision of a development that does not put users of the development at risk, in accordance with policy NBE11 of the Hart Local Plan (Strategy & Sites) 2032.

- 6 The development shall be completed in accordance with the Lighting Scheme Rev B (Carnell Warren Associates) (05/04/2019) approved under planning permission 19/00428/REM.

REASON:

In the interests of neighbouring amenity and protecting the ecological value of the site, in accordance with policies NBE4 and NBE11 of the Hart Local Plan (Strategy & Sites) 2032 and saved policy GEN1 of the Hart Local Plan 2006.

- 7 The development shall be carried out in accordance with the approved Construction Method Statement Rev A (Harmonix Construction).

REASON:

To protect the amenities of occupiers of nearby properties and to satisfy policy NBE11 of the Hart Local Plan (Strategy & Sites) 2032 and saved policy GEN1 of the Hart Local Plan 2006.

- 8 No sound reproduction equipment, conveying messages, music, or other sound by voice, or otherwise which is audible outside the premises shall be installed on the site without the prior written consent of the Local Planning Authority.

REASON:

To protect the amenities of occupiers of nearby properties and to satisfy policy NBE11 of the Hart Local Plan (Strategy & Sites) 2032.

- 9 Prior to first occupation of any part of the development full details of on-site cycle parking provision shall be submitted to and approved, in writing, by the Local Planning Authority.

Once approved the cycle parking facilities should be provided in accordance with the approved details prior to first occupation of any part of the development.

Reason:

In the interest of encouraging sustainable transportation and to accord with policy INF3 of the Hart Local Plan (Strategy & Sites) 2032.

- 10 Nothing shall be manufactured, assembled, altered, repaired or stored outside of the buildings to be provided on the site.

REASON:

To protect the amenities of the area and to satisfy policy NBE11 of the Hart Local Plan (Strategy & Sites) 2032 and saved policy GEN1 of the Hart Local Plan 2006.

- 11 Notwithstanding the provisions of the Town and Country Planning General Development Order 2015 (as amended) (or any Order revoking or re-enacting that Order with or without modifications) no alterations, extensions or hard standings permitted by Classes F, G, H and J of Part 7 of the Second Schedule of the Order shall be carried out.

REASON:

To protect the amenities of the area and to satisfy saved policy GEN1 of the Hart Local Plan 2006.

- 12 In accordance with Class V of Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 this premises can be used for a use falling within either Class E g) or Class B2, or Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON:

To accord with the terms of the submitted application and to allow for flexibility in planning whilst ensuring adequate car parking is made available.

- 13 No single unit to be provided on the site for Use Class B8 purposes shall exceed a total floorspace area of 1,500 square metres.

REASON:

To accord with the terms of the application, to limit any potential impact on neighbouring amenity and to satisfy policy GEN1 of the Hart Local Plan 2006.

- 14 No unit on the development hereby approved shall be brought into use until all audible alarms to all loading/docking bays, doors and vehicles kept on site, including fork-lift trucks, and all vehicles taking deliveries to or dispatches from premises which require audible alarms, have been fitted with broadband (white noise) alarms or broadband (white noise) reversing alarms respectively, full details of which shall have been submitted to the Local Planning Authority for approval, in writing, before the unit is first occupied. The approved details shall be implemented and maintained on existing and replacement loading/docking bays, doors and vehicles unless the Local Planning Authority gives written consent to any variation.

REASON:

To ensure the satisfactory development of the site and to protect the amenity of occupiers of adjacent properties from noise and disturbance and to satisfy policy NBE11 of the Hart Local Plan (Strategy & Sites) 2032.

- 15 All fixed plant or equipment, including air handling plant, fans and compressors, used



in conjunction with any of the Use Class E g), B2 or B8 units or buildings within the development, shall be installed in accordance with a scheme to be agreed to be agreed in writing with the Local Planning Authority. The scheme shall demonstrate that the cumulative noise levels generated by all fixed plant and equipment installed at all of the Use Class E, B2 and B8 units or buildings, as rated in accordance with the assessment procedures detailed in BS4142:2014 'Method for Rating Industrial and Commercial Sound', do not exceed the existing background daytime and night time background noise levels (LA90,T) at the nearest noise sensitive premises.

Any sound attenuation measures shall be provided in accordance with the approved details prior to the plant or equipment first being brought into use and shall be retained thereafter in the approved form unless the prior written agreement of the Local Planning Authority is obtained for any variation to the approved details.

**REASON:**

To ensure the satisfactory development of the site and to protect the amenity of occupiers of adjacent properties from noise and disturbance and to satisfy policy NBE11 of the Hart Local Plan (Strategy & Sites) 2032.

- 16 Electric hook up points shall be provided for all refrigerated vehicles awaiting loading or departure in order to maintain the operation of the refrigeration plant whilst on site, without the need to run the vehicle engine.

**REASON:**

To ensure the satisfactory development of the site and to protect the amenity of occupiers of adjacent properties from noise and disturbance and to satisfy policy NBE11 of the Hart Local Plan (Strategy & Sites) 2032.

- 17 Heavy Goods Vehicles, ie. those over 7.5 tonnes gross weight, carrying deliveries to or dispatches from the units on the development site shall only access or egress the site between the hours of 08:00 to 18:00 hours Monday to Friday, 08:00 and 16:00 hours on Saturdays and at no time on Sundays and Bank Holidays.

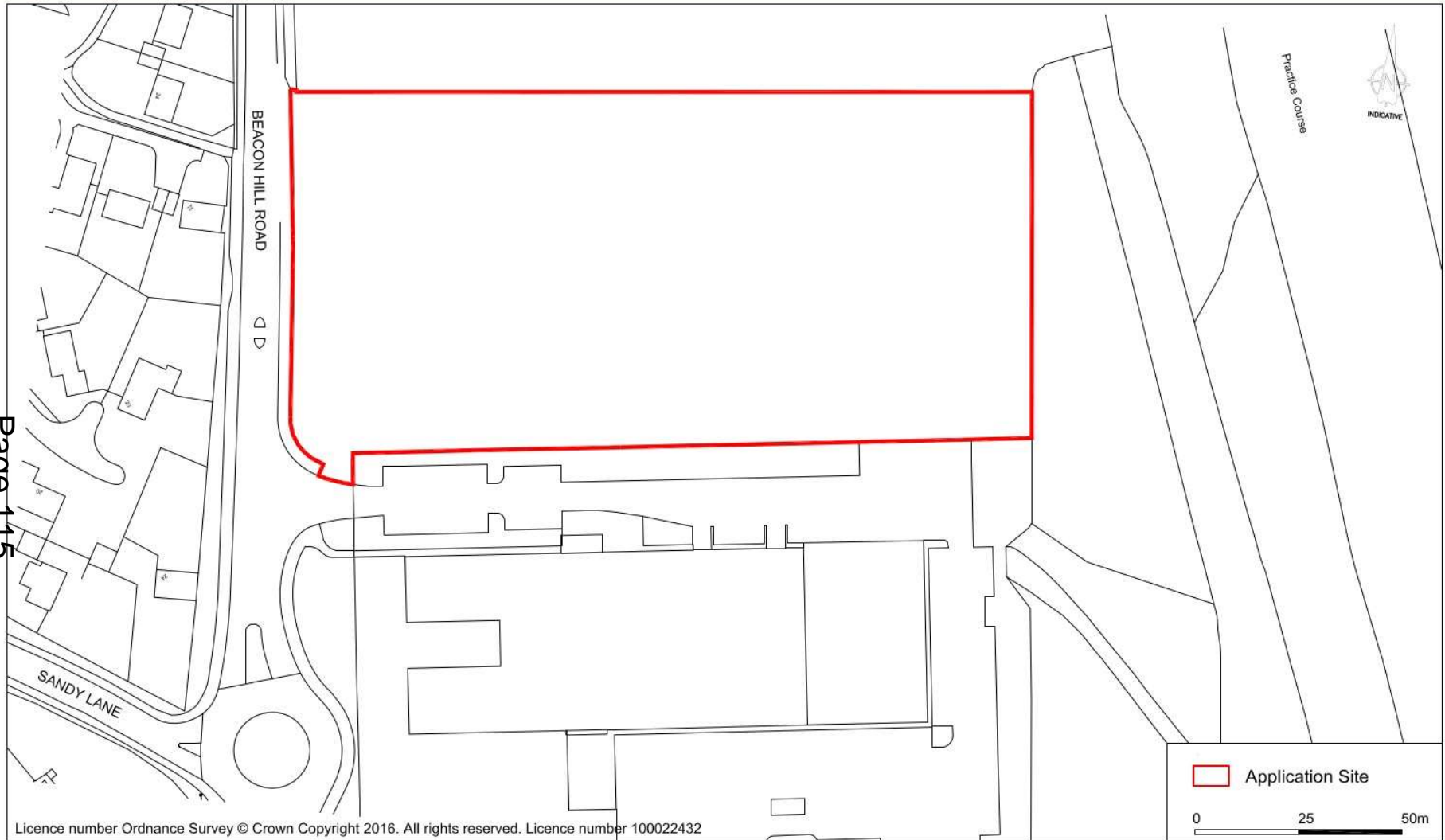
**REASON:**

To ensure the satisfactory development of the site and to protect the amenity of occupiers of adjacent properties from noise and disturbance and to satisfy policy NBE11 of the Hart Local Plan (Strategy & Sites) 2032.

**INFORMATIVES**

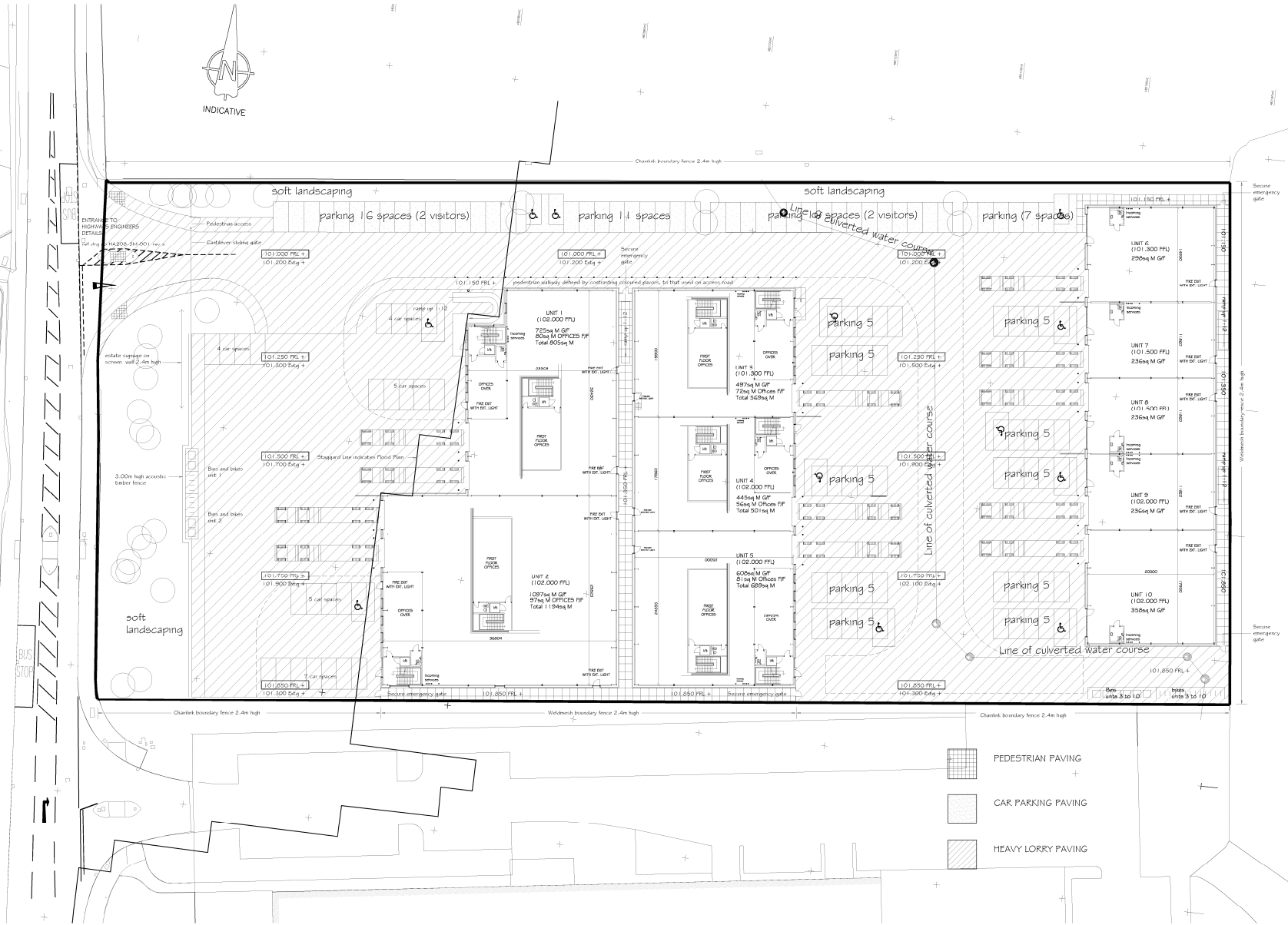
- 1 The Council works positively and proactively on development proposals to deliver sustainable development in accordance with the NPPF. In this instance: The applicant was advised of the necessary information needed to process the application and once received, the application was acceptable and no further engagement with the applicant was required.
- 2 The applicant is advised to make sure that the works hereby approved are carried out with due care and consideration to the amenities of adjacent properties and users of any nearby public highway or other rights of way. It is good practice to ensure that works audible at the boundary of the site are limited to be carried out between 8am and 6pm Monday to Friday, 8am and 12 noon on Saturdays with no working on Sunday and Bank Holidays. The storage of materials and parking of operative's vehicles should be normally arranged on site.

- 3 The applicant's attention is drawn to the email received from Southern Gas Networks - Plant Location Team, dated 28th June 2016, and the accompanying plan and guidance relating to the gas pipeline running close to the northern boundary of the application site. Safe digging practices, in accordance with HSE publication HSG47 'Avoiding Danger from Underground Services' must be used to verify and establish the actual position of mains, pipes, services and other apparatus on the site before any mechanical plant is used. It is the applicant's responsibility to ensure that this information is provided to all relevant people (direct labour and contractors) working for them on or near gas plant. This email can be viewed on the Council's public access website.
  
- 4 Hart District Council has declared a Climate Emergency. This recognises the need to take urgent action to reduce both the emissions of the Council's own activities as a service provider but also those of the wider district. The applicant is encouraged to explore all opportunities for implementing the development approved by this permission in a way that minimises impact on climate change.



# LOCATION PLAN

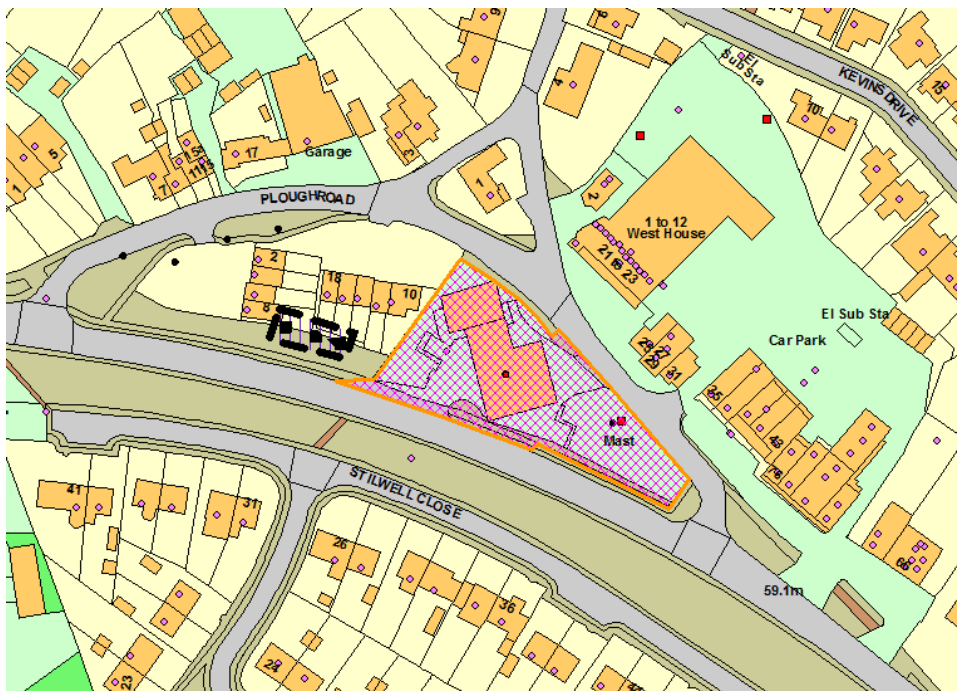
**SITE PLAN**



**SITE PLAN**

## COMMITTEE REPORT ITEM NUMBER:

APPLICATION NO.	21/02607/AMCON
LOCATION	<b>Co-operative Retail Services Ltd 13 Reading Road Yateley Hampshire GU46 7UH</b>
PROPOSAL	Variation of Condition 13 attached to Planning Permission 21/00151/FUL dated 02/06/2021 to amend the delivery times to allow extended delivery hours.
APPLICANT	P5 Yateley Ltd
CONSULTATIONS EXPIRY	29 December 2021
APPLICATION EXPIRY	1 December 2021
WARD	East Yateley
RECOMMENDATION	<b>Grant</b>



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## **BACKGROUND**

This application has been referred to the Planning Committee for determination at the request of a Ward Member and due to the number of objections received from local residents.

## **SITE**

The application site comprises 13 Reading Road, Yateley. It has a stated area of 0.23 hectares and is a roughly triangular shaped site situated between Reading Road (B3272) and Plough Road.

The site is occupied by a petrol filling station that comprises a forecourt area with eight pumps underneath a canopy, associated single storey convenience retail store, a vehicular washing facility and vehicular air pumps. There are two points of vehicular access/egress, from Reading Road to the south and from Plough Road to the north.

There are a number of existing land uses within the vicinity of the site. Principally, these include the commercial uses within Yateley District Centre to the north and east and the residential dwellings of Fry's Lane, Plough Road and Stilwell Close to the north (also), west and south of the site. There is a commercial garage to the north-west on Plough Road.

## **PROPOSAL**

This S73 application seeks the variation of Condition 13 attached to Planning Permission: 21/00151/FUL dated 02/06/2021 to: "Amend the delivery times to allow extended delivery hours"

## **RELEVANT PLANNING HISTORY**

The only relevant history of the site is the planning permission the subject application relates to, which is:

21/00151/FUL - Replacement petrol station, including pumps, canopy, and shop. Approved 02.06.2021.

There is a separate planning application (Ref. 21/03212/AMCON) which is currently pending consideration for the Variation of Condition 2 (Approved Plans) attached to Planning Permission: 21/00151/FUL dated 02/06/2021 to allow for a building relocation amendment.

## **CONSULTEES RESPONSES**

Yateley Town Council:

No objection.

Hampshire County Council (Highways):

No objections.

Natural England:

Have no comments to make.

HDC Drainage Officer:

No comments to make as drainage will not be affected by the proposals relating to delivery hours.

HDC Environmental Health Officer:

Object to this planning application on environmental noise and nuisance grounds

There are concerns that extending the hours of delivery times may exacerbate disturbances that nearby objectors claim they are experiencing. Whilst Environmental Health have not received recent and relevant complaints regarding this site, it is apparent the neighbours may well be working themselves with the site to resolve issues related to these alleged disturbances.

However, if the planning department is minded to approve this planning application, I would recommend that the applicant will need to address all points raised from the objector's comments in relation to noise control and incorporate the applicant's letter and these points into a Noise Management Plan that that can be enforced through planning condition.

Joint Waste Client Team:

No comments regarding this application because it relates to a commercial premises with no impact on the domestic waste collection service.

HDC Tree Officer:

No objections.

## **NEIGHBOUR COMMENTS**

First Round

In the initial round of public consultation, neighbouring letters were posted advising to submit representations by 09.11.2021. In response a total of six representations were received in response to the Council's public consultation exercise, raising the following objections and comments (in summary):

- local residents have to suffer extended delivery hours because they can't manage their stock amounts and sell by dates.
- Bank holidays and Sundays offer respite from the operations of the filling station operations.
- The comings and goings of deliveries cause noise and environmental disturbance, which could be exacerbated by these proposals.
- Lack of governance by store and delivery drivers. Despite the signage, and the current delivery windows, these are both not being adhered to or governed by the store management, resulting in noise and disturbance.
- Residents have worked directly with the filling station to manage noise complaints and have not escalated these complaints using the Hart District Council's Environmental Health & Licensing Enforcement Plan, but it doesn't mean there haven't been issues.
- To allow an additional 52 Sundays per year and an extra 2.5 hours per day (24 hours extra per week) for deliveries is completely disproportionate for the 8 Bank Holidays we have per year.
- Local residents should not have to suffer extended delivery hours because the operators cannot manage their stock amounts and sell by dates.



## Second Round

A second round of public consultation was undertaken in December 2021. This was on the basis that the applicants had submitted a Noise Management Plan (dated 24th November 2021), therefore further consultation letters were posted to surrounding residents to notify them and allow the opportunity to review and comment on the Noise Management Plan. In the second round of public consultation, neighbouring letters were posted advising to submit representations by 29.12.2021. In response a total of two (additional) representations were received in response to the Councils public consultation exercise, raising some of the same issues addressed in the first round of comments as indicated above), along with the following issues and concerns (in summary):

- There are already existing noise management issues, which would be exacerbated by the proposals.
- The submitted Noise Management Plan would not be enforceable in practice.
- The Christmas consultation period will not allow for proper consultation/responses from residents.
- Extending the delivery hours increases the duration of noise, traffic, litter and general disturbance.
- Extending the store will amount to more deliveries, customers and noise, which is already a problem.

## **POLICY AND DETERMINING ISSUES**

### DEVELOPMENT PLAN

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The relevant plan for Hart District is the saved policies of the Hart District Local Plan (Replacement) 1996-2006. Although these policies pre-dates the National Planning Policy Framework (NPPF); the Council considers its saved policies to be consistent with the NPPF (2021).

Hart Local Plan – Strategy & Sites 2032:

SD1 - Sustainable Development  
NBE12 – Pollution

Saved Policies of the Hart District Council Local Plan 1996 - 2006

GEN1 - General Policy for Development

Yateley, Darby Green & Frogmore Neighbourhood Plan (Submission Plan Version):

YDFNP1 – Delivering Sustainable Development  
YDFNP5 – Yateley Village Centre

National Planning Policy Framework 2021 (NPPF)  
Planning Policy Guidance (PPG)

## **CONSIDERATIONS**

### ASSESSMENT

The previous planning permission (ref: 21/00151/FUL, dated 02/06/2021) was granted conditionally by the Planning Committee. Condition 13 of the permission attached to the planning permission reads:

Deliveries to, and waste collection from, the convenience store shall only take place between 07:30 and 18:00 hours Monday to Saturday. No deliveries or waste collection shall take place on Sundays, Bank Holidays or Public Holidays.

Reason: To protect the amenity of nearby residential occupiers and to satisfy Hart District Local Plan (Replacement) 1996-2006 Saved Policy GEN1.

The applicant seeks to vary the above condition (13) to extend the delivery times, with the proposed variation to the wording of Condition 13 sought by this application:

"Deliveries to and waste collection from the convenience store shall only take place between 07:00 and 20:00hrs Monday to Saturday, and 08:00 and 17:00 on Sundays."

In their supporting letter dated 5th October 2021, the applicants have stated (inter alia) that the operator (CO OP) would implement a range of measures and practices to ensure that there would be no unacceptable impacts from noise upon surrounding residential occupiers, which would include:

Stores responsibilities:

- Ensuring that the service area is accessible prior to vehicles arriving.
- Ensuring that the delivery door is well maintained to minimise noise when opening and closing.
- Switch off any internal radios/tannoy systems when the delivery doors are open.
- Ensure that all empty trolleys, roll cages and other equipment are prepared within the store, prior to being taken to the delivery vehicle.
- Consider minimising contact between hard surfaces such as ramps to reduce noise.

Delivery driver responsibilities:

- All store drivers to turn their refrigeration units off prior to arrival and these will not be switched on again until the vehicle has left the servicing area;
- Delivery drivers will be briefed and issued with an instruction pack with details of necessary actions to be undertaken. This would include turning off the refrigeration unit before approaching this store. The final approach to the store will be made with a minimal amount of noise as will the exit from the site.
- Opening and closing of vehicle doors will be minimised and care will be taken when lowering tail lifts (where applicable) to minimise noise. Extra time should be allocated for unloading quietly.
- While vehicles are stationary within the site, engines and radios will be switched off. After dark, headlights will be switched off.
- When approaching, leaving and within the service area, drivers will engage gears quietly, keep engine revs to the minimum, apply brakes gently and close doors quietly.
- All loading and unloading shall be undertaken with suitable care and attention in order to minimise unnecessary noise generation. Activities such as shouting and unnecessary dropping of items within trailers shall be avoided.

Review Procedure:

The applicants have also advised that there would be a "review procedure" in place. Staff and drivers would regularly be made aware of their responsibilities and the importance to keep noise to a minimum. It has been stated that such messaging could be reinforced with signage at prominent locations, with management ensuring that measures are adhered to.

In the case of any complaints received from residents or any contraventions of the service management plan noted, it has been stated by the applicants that CO OP will investigate and, where necessary, undertake remedial action immediately. Details of complainants can be provided to the Local Planning Authority upon request. The store manager would be notified of all complaints received and contraventions of the Service Management Plan (SMP) as noted. The SMP would be reviewed periodically taking into account any issues which have arisen, to ensure that additional measures required are implemented.

As noted above, the Councils Environmental Health team, whilst objecting in principle, noted that the noise mitigation measures and controls can be secured by condition in the form of a Noise Management Plan.

The NPPF states that planning policies and decisions should aim to mitigate and reduce to a minimum, adverse impacts resulting from noise. The Noise Policy Statement for England states (inter alia) that "all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life".

In this case, in order to offer a robust justification of the proposed extended delivery hours and respond to consultee comments, it should be noted that at the advice of Officers, the applicants have since provided a Noise Management Plan (dated 24th November 2021) (hereafter referred to as the "NMP"), which has been the subject of officer review and scrutiny and has also been posted on the Councils website and subject to a further round of public consultation. To clarify, the Noise Management Plan was requested by Environmental Health colleagues (please refer to the consultation section of this report).

The submitted NMP has firstly identified the nearest noise sensitive receptors, being residential windows on the north side of Plough Lane and on the south side of Plough Lane to the west of the store.

In terms of delivery noise:

- There are expected to be up to two deliveries in any day, all made by 12.2m long rigid lorries, however, smaller vehicles may be used such as for milk and newspapers.
- Vehicles would approach from the west along Reading Road, entering the forecourt in forward gear, then reverse to the service yard and goods entrance.
- The delivery bay will be controlled in order that incoming deliveries will be able to enter immediately without waiting along Reading Road.
- Trolley's will be rolled directly from the rear tail-lift of the lorry into the front of the store.
- Delivery vehicles will exit the store car park in forward gear heading east along Plough Road and from there onto Reading Road.

The submitted NMP provides a series of recommendations of adverse noise impact mitigation from deliveries, which include (inter alia):

- Lorries should be able to drive directly into the delivery area without waiting on Reading Road and off-loading should begin as soon as practical after arrival of the vehicle.
- Drivers should contact the store prior to their arrival to ensure that staff are ready and prepared to assist.
- Deliveries should be scheduled and agreed with the store in advance.

- Bays should be cleared in advance of delivery vehicle arrivals which will enter the site in forward gear (as noted above).
- Noise generated from unloading must be kept to a minimum. Particular sources of noise include noise from the engine and refrigeration units, doors slamming, impacts of the tail lift on the ground and trollies in motion over the ground surfaces, therefore:
  - Engines and refrigeration units must be switched off upon arrival.
  - Radios in lorry cabins to be muted or switched off upon arrival.
  - Avoid excess vehicle door slamming.
  - Store doors to be maintained in good operating condition.
  - Use isolating mats under the tail lift to prevent impacts with the ground.
  - Drivers and employees instructed to not raise voices.
- Minimal amount of vehicular manoeuvring should be implemented on site, and excessive over-revving of engines avoided.

The submitted NMP also notes that it is recommended that a set of guidelines is provided to store staff, detailing how to process and manage any complaints received from neighbours, which will include details of the member of staff/management who would be responsible for recording and investigating any complaints received.

It is considered that the submitted NMP is a robust approach to noise management and mitigation, and that its recommendations and practices are logical and would be enforceable in planning terms, as an effective management tool for safeguarding neighbouring residents from any harmful levels of additional noise and disturbance as a result of the proposed increased delivery hours as sought by this application.

#### Highways Matters:

The proposal to amend (extend) the delivery hours would not result in any fundamental increase in associated HGV or traffic movements to and from the site, above and beyond that previously considered by the previously approved application. To this effect, it is important to note that the (Hampshire) County Highways team have reviewed this application and do not raise any objections.

### **CONCLUSION**

As a result of the submission of the detailed Noise Management Plan, it is considered that residents would not suffer adverse amenity impacts in connection with the extended delivery times as sought by this s73 application, which are not considered unreasonable for the subject facility. Moreover, the submitted management plan offers a robust and comprehensive set of guidelines, mechanisms, and practices to control noise and disturbance, and be responsive to any complaints from neighbours at a time when the extended delivery hours are in practice. As such, this application is recommended for a conditional approval.

### **RECOMMENDATION - Grant**

### **CONDITIONS**

- 1 The development hereby permitted shall be begun before 03 June 2024.

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

- 2 The development hereby approved shall be carried out in accordance with the following

plans:

Approved under Ref. 21/00151/FUL dated 02/06/2021:  
Proposed Site Elevations 190508-04C  
Proposed Site Layout 190508-03J  
Proposed Site Layout (1:200 Scale) 190508-03-1I  
Proposed Building Details 190508-05B  
Tracking Layout 190508-06E  
Landscape Plan 4630 01 Rev C

and

Approved under this s73 application:

Cover Letter dated 5th November 2021  
190508-01C

Reason: To ensure that the development is carried out in accordance with the approved plans and particulars.

- 3 No development shall commence until a Remediation Strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy shall include:
  1. A site investigation scheme, based on the Phase One Environmental Risk Assessment Report (Preliminary Risk Assessment) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
  2. The results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
  3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The development shall take place in accordance with the approved Remediation Strategy.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution and to satisfy Hart Local Plan (Strategy & Sites) 2032 Policy NBE11 and the National Planning Policy Framework.

- 4 No construction shall take place until a Surface Water Drainage Scheme for the site, based on sustainable drainage principles, has been submitted to, and approved in writing by, the Local Planning Authority.

Any proposed drainage system for the infiltration of surface water to the ground must be supported by an assessment of the risks to controlled waters.

The development shall take place in accordance with the approved Surface Water Drainage Scheme.

Reason: To ensure that the proposed development would not increase the risk of flooding elsewhere, be safe from flooding and to satisfy Hart Local Plan (Strategy & Sites) 2032 Policy NBE5 and the National Planning Policy Framework.

5 Prior to the installation of any external fixed plant or machinery, details of such plant and machinery shall be submitted to, and approved in writing by, the Local Planning Authority. The details shall include:

1. Proposed location(s)
2. Specific manufacturer's details
3. Expected noise emissions
4. An assessment of the expected cumulative noise impact of all fixed plant and equipment for which approval is sought under this condition
5. Specifications for any noise mitigation measures proposed.

The development shall take place in accordance with the approved external fixed plant details and plant and equipment shall be maintained so as to operate in accordance with the submitted details.

Reason: To ensure a satisfactory noise environment and to satisfy Hart Local Plan (Strategy & Sites) 2032 Policy NBE11, saved Policy GEN1 of the Hart District Local Plan (Replacement) 1996-2006 and the National Planning Policy Framework.

6 Prior to the installation of any external lighting, an External Lighting Scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The Scheme shall include details of locations, direction, Lux levels, hours of operation and maintenance.

External lighting shall only be installed, operated and maintained in accordance with the approved External Lighting Scheme.

Reason: To protect the amenity of nearby residential occupiers and to satisfy Hart Local Plan (Strategy & Sites) 2032 Policy NBE11 and Hart District Local Plan (Replacement) 1996-2006 Saved Policy GEN1.

7 Prior to the occupation and use of the development hereby approved, details of infrastructure for the future provision of two electric vehicle charging points (passive provision) shall be submitted to, and approved in writing by, the Local Planning Authority. The details shall include the location and necessary infrastructure to allow future charging point connection. The passive provision for electric vehicle charging points shall be installed and maintained in accordance with the approved details.

Reason: To contribute to the reduction of climate change and to satisfy Hart Local Plan (Strategy & Sites) 2032 Policy NBE9.

8 The approved parking facilities for vehicles and cycles as identified on drawing no. Proposed Site Layout 190508-03J shall not be used for any purpose other than the parking of vehicles and cycles and access shall be maintained at all times to allow them to be used as such.

Reason: To ensure that the development is provided with adequate parking to prevent the likelihood of on-street car parking and to satisfy Hart Local Plan (Strategy & Sites) 2032 Policies NBE9 and INF3 and Hart District Local Plan (Replacement) 1996-2006 Saved Policy GEN1.

9 The development shall take place in accordance with the Demolition and Construction Method Statement (January 2021) and Addendum (22.04.21).

Reason: To protect the amenity of nearby residential occupiers and to satisfy Hart District Local Plan (Replacement) 1996-2006 Saved Policy GEN1.

10 Notwithstanding Condition 10, no demolition, construction or delivery of materials shall take place at the site except between 07:30 hours to 18:00 hours weekdays or 08:00 to 13:00 hours Saturdays. No demolition, construction or delivery of materials shall take place on Sundays, Bank Holidays or Public Holidays.

Reason: To protect the amenity of nearby residential occupiers and to satisfy Hart District Local Plan (Replacement) 1996-2006 Saved Policy GEN1.

11 The development hereby approved shall only be open for customers between 06:00 hours and 22:00 hours.

Reason: To protect the amenities of the area and to satisfy Hart District Local Plan (Replacement) 1996-2006 Saved Policy GEN1.

12 Deliveries to and waste collection from the convenience store shall only take place between 07:00 and 20:00hrs Monday to Saturday, and 08:00 and 17:00 on Sundays.

Reason: To protect the amenity of nearby residential occupiers and to satisfy Hart District Local Plan (Replacement) 1996-2006 Saved Policy GEN1.

13 The development shall take place in accordance with the Noise Management Plan (NMP) dated 24th November 2021. The NMP shall be fully implemented and operated at all times in accordance with the approved details.

Reason: To protect the amenity of nearby residential occupiers and to satisfy Hart District Local Plan (Replacement) 1996-2006 Saved Policy GEN1.

## **INFORMATIVES**

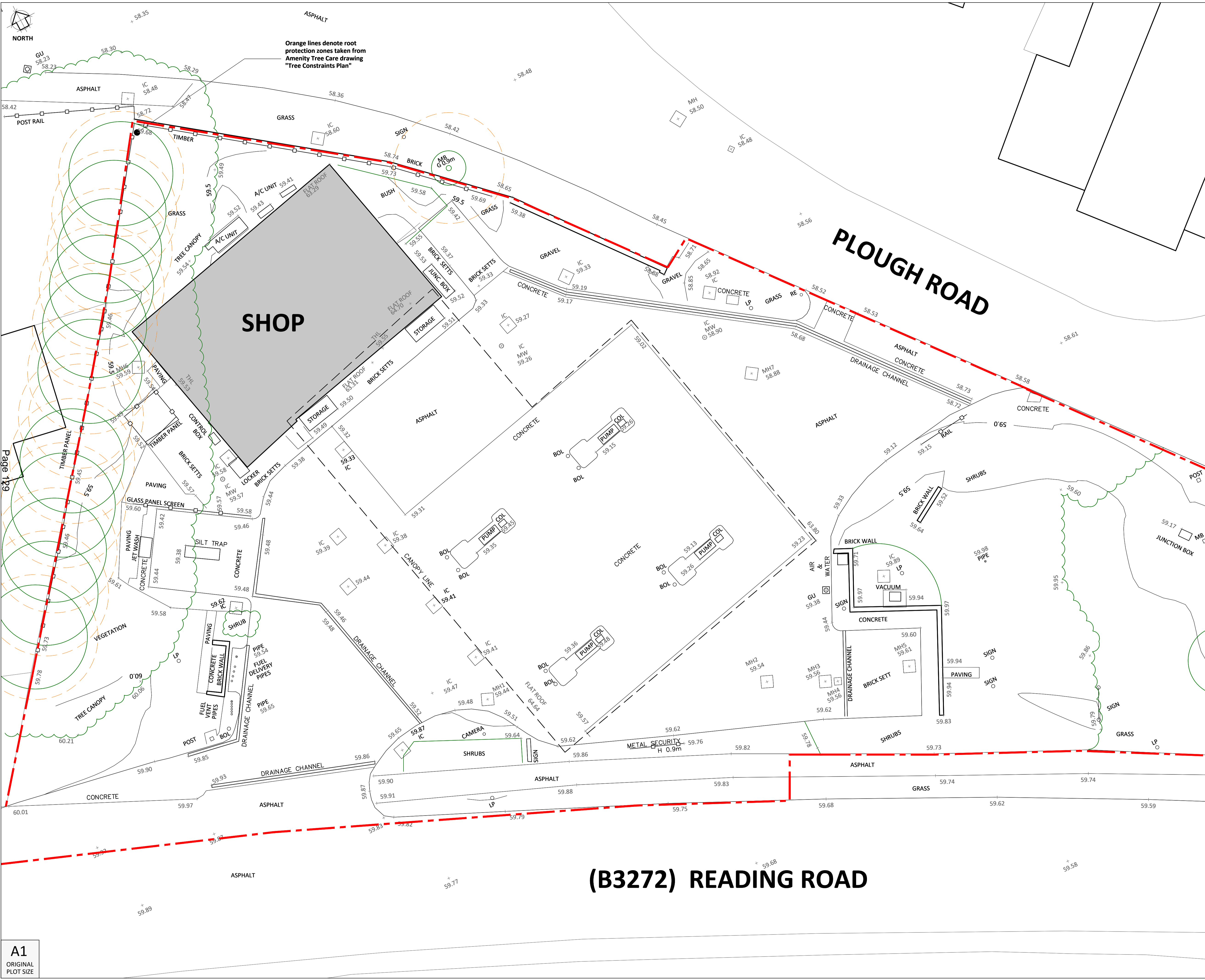
1 The Council works positively and proactively on development proposals to deliver sustainable development in accordance with the NPPF. In this instance: The applicant was advised of the necessary information needed to process the application and once received, the application was acceptable and no further engagement with the applicant was required.

2 You may require Building Regulations Consent and we advise that you should contact Building Control on 01252 398715.

3 The applicant is advised to make sure that the works hereby approved are carried out with due care and consideration to the amenities of adjacent properties and users of any nearby public highway or other rights of way. It is good practice to ensure that works audible at the boundary of the site are limited to be carried out between 8am and 6pm Monday to Friday, 8am and 12 noon on Saturdays with no working on Sunday and Bank Holidays. The storage of materials and parking of operative's vehicles should be normally arranged on site.

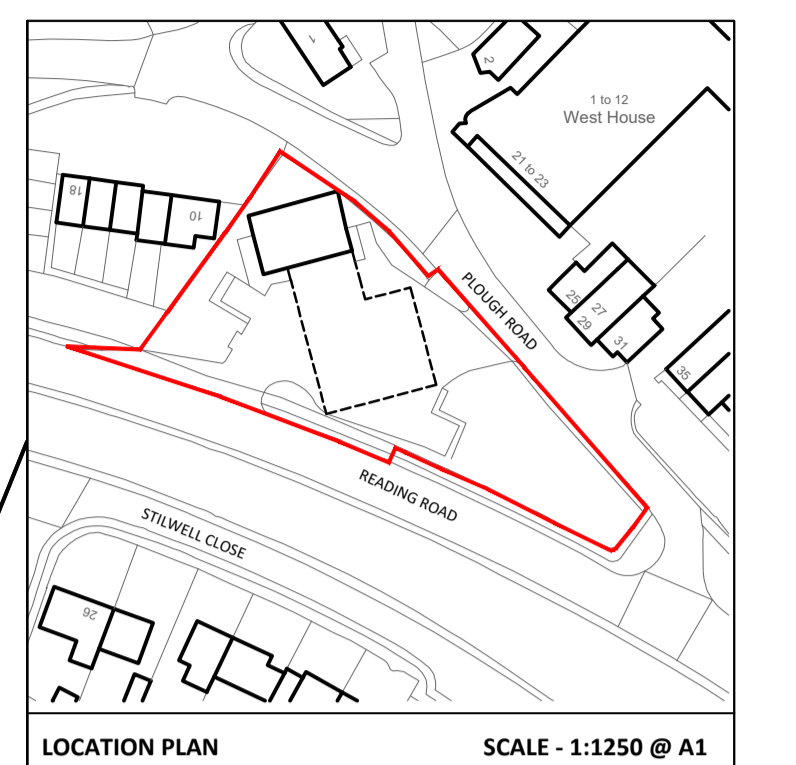
- 4 Hart District Council has declared a Climate Emergency. This recognises the need to take urgent action to reduce both the emissions of the Council's own activities as a service provider but also those of the wider district. The applicant is encouraged to explore all opportunities for implementing the development approved by this permission in a way that minimises impact on climate change.
- 5 The applicant is encouraged to explore opportunities for, and provide as appropriate, additional soft landscape screening within the site to further reduce the impact of the approved development on neighbouring residential properties to the west of the site.





Orange lines denote root protection zones taken from Amenity Tree Care drawing "Tree Constraints Plan"

- GENERAL NOTES**
1. This plan has been prepared for the submission for planning approval only.
  2. Fuel installation to be fully compliant with all relevant current Licensing and Environmental Standard and Regulations.
  3. Any advertisement shown is subject to a separate application.



LICENCE NUMBER - OS 100041041

Page 1 of 9

Rev	Date	Comments	
C	18.01.21	Red line boundary updated to include crossings.	MDB
B	28.10.20	Root protection zones added to existing trees	MDB
A	10.12.19	Road names added to location plan	MDB

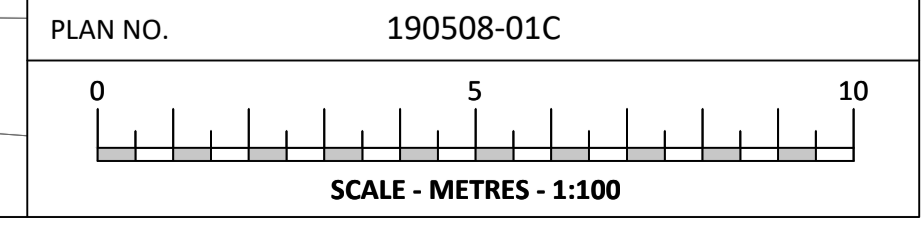
  

STATUS	PLANNING
PROPOSAL	Redevelopment of Existing Petrol Filling Station
SITE LOCATION	YATELEY PETROL FILLING STATION 13 Reading Road Yateley, Hampshire, GU46 7UH
TITLE	EXISTING SITE LAYOUT
CLIENT	Northhold Group



**JENNINGS DESIGN LIMITED**  
 York House, Valley Court, Canal Road,  
 Bradford, West Yorkshire, BD1 4SP.  
 TEL. No. 01274 395422  
 FAX. No. 01274 395427  
 E-mail office@jen305.com

Drawn by:	MDB	Checked by:	JHJ
Date:	November'19	Scales:	1:100 @ A1

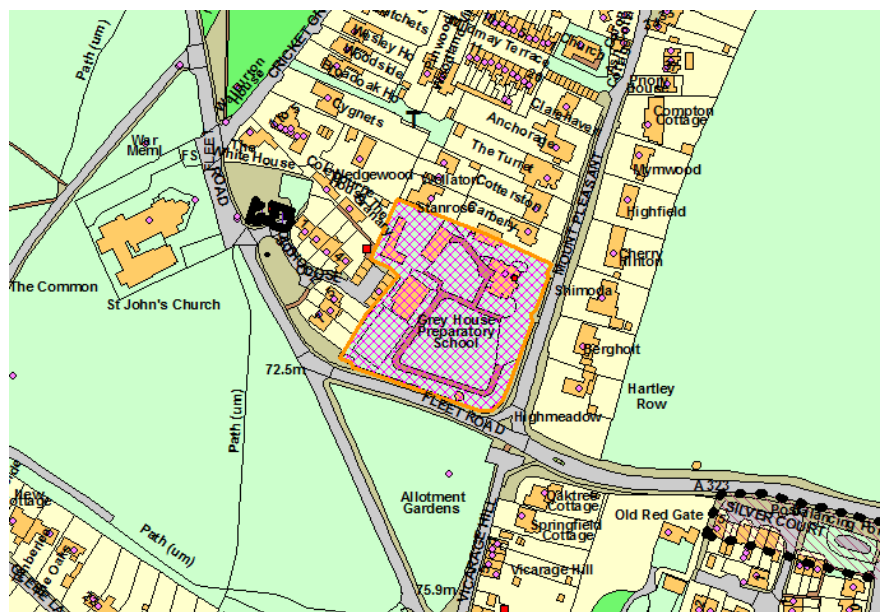


A1  
ORIGINAL  
PLOT SIZE

**(B3272) READING ROAD**

## COMMITTEE REPORT ITEM NUMBER:

APPLICATION NO.	21/00630/FUL
LOCATION	<b>Grey House, Mount Pleasant, Hartley Wintney, Hook RG27 8PW</b>
PROPOSAL	Demolition of existing buildings and erection of a 65-bed care home (Class C2 use), x4 two bed care dwellings (Class C3 use) and associated landscaping, parking, altered access and ancillary development
APPLICANT	Mr John Bell
CONSULTATIONS EXPIRY	14 December 2021
APPLICATION EXPIRY	21 June 2021
WARD	Hartley Wintney
RECOMMENDATION	That the Head of Place be authorised delegated authority to <b>GRANT</b> planning permission subject to the satisfactory completion of a Unilateral Legal Agreement to: <ul style="list-style-type: none"> <li>• Bind the development to the allocation of private Suitable Alternative Natural Greenspace (SANG) and to secure the Strategic Access Management and Monitoring (SAMM) financial contribution in respect of the Thames Basin Heaths Special Protection Area.</li> <li>• To secure Natural England's TBHSPA mitigation requirement of no pets being permitted</li> <li>• The travel plan being complied with</li> </ul>



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## **BACKGROUND**

This application has been referred to the Planning Committee due to the number of public representations received.

## **SITE**

The site comprises the Grey House School, Mount Pleasant, Hartley Wintney. The School and nursery have closed.

The school building is of traditional appearance, with an area of hardstanding leading from the highway. The site includes playing fields/grassed areas, a hardstanding sports pitch and several school buildings.

The site is enclosed by fencing and mature trees and bound by residential properties to the north, east and west, and allotments to the south. The site is approximately 300m to the south of Hartley Wintney High Street.

The site falls within Flood Zone 1 which presents low flooding risk from rivers. Some small amount of the northern portion of the site is designated a Indicative Flood Problem Area (IFPA).

The site is within the Hartley Wintney Conservation Area (HWCA) which is itself subject to an Article 4 direction that seeks to protect traditional building features and boundary treatments.

The site is outside of the Thames Basin Heaths Special Protection Area (TBHSPA) 400m exclusion zone, but within the 400m to 5km zone of influence.

## **PROPOSAL**

Planning permission is sought for the demolition of the Grey House School, associated buildings, and the erection of a 65-bed care home (Class C2 use) and 4 two bed care dwellings (Class C3 use). It includes associated landscaping, parking, altered access and ancillary development.

The proposed care home represents the majority of the built form and is located in the southern and central portion of the site area. It is 3 storeys in height, but the 2nd floor is contained within the roof level. The roof form is complex, feature sloping roof and hip ends, gable ends and dormer windows.

The four proposed dwellings, found in the northern corner of the site boundary, are two storeys in height, with living accommodation within the roof. They are of a traditional form, with front feature gables to the front. The accommodation in the roof is accessible via stairs or a lift.

A majority of the parking provisions is found along the northern and eastern boundaries, with landscaping around the perimeter of the site, including the retention of mature trees.

Current buildings on the site would be demolished to allow for the development described above.

## **RELEVANT PLANNING HISTORY**

49/00441/H - CHANGE OF USE OF GREY HOUSE AS A SCHOOL - Granted 08.12.1949

53/01179/H - ERECTION OF BUNGALOW - Granted 12.03.1953

61/04225/H - ERECTION OF PREFABRICATED CLASSROOM - Granted 20.04.1961

00/00853/CONAC - Demolition of residential building - Granted 01.08.2000

01/00086/FUL - New Sports Hall AMENDED PLANS - Small Extension to S.W Elevation. Removal of External Door To NW Elevation - Granted 08.05.2001

01/00274/FUL - Replace dangerous existing glasshouse with aluminium substitute in similar style, maintaining character - Granted 17.04.2001

07/01787/FUL - Erection of new sports hall - Granted 20.12.2007

08/00688/AMCON - Variation of condition 3 of planning permission 07/01787/FUL to allow use of new sports hall to 22.30 hours for school related activities only - Refused 15.05.2008

12/01614/AMCON - Application to vary condition 3 of planning permission 07/01787/FUL for the erection of new sports hall - Granted 16.11.2012

15/01141/FUL - Demolition of existing dining hall & erection of replacement dining hall on existing footprint - Granted 24.09.2015

19/00781/PREAPP - Redeveloping a site for a retirement scheme of 50 apartments with care in Class C2 use - Opinion Issued 16.07.2019

20/00330/FUL - Demolition of the existing Grey House School and ancillary buildings and erection of 22 new extra care apartments and a 25-bed care home with associated landscaping and parking - Withdrawn 20.07.2020

## **RELEVANT PLANNING POLICY**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise.

The relevant adopted Development Plan for the District includes the Hart Local Plan (Strategy & Sites) 2032 (HLP32), the saved policies of the Hart District Local Plan (Replacement) 1996-2006 (HLP06), the saved policies of the South East Plan (2026), the Hartley Wintney Neighbourhood Plan. Adopted and saved policies are up-to-date and consistent with the NPPF (2021).

### Hart Local Plan (Strategy & Sites) 2032 (HLP32):

Policy SD1 - Sustainable Development

Policy SS1 - Spatial Strategy and Distribution of Growth

Policy H1 - Housing Mix

Policy H4 - Specialist and Supported Accommodation

Policy H6 - Internal Space Standards for New Homes

Policy NBE3 - Thames Basin Heaths Special Protection Area

Policy NBE4 - Biodiversity

Policy NBE5 - Managing Flood Risk

Policy NBE8 - Historic Environment  
Policy NBE9 - Design  
Policy NBE10 - Renewable and Low Carbon Energy  
Policy NBE11 - Pollution  
Policy INF3 - Transport  
Policy INF5 - Community Infrastructure

Hart District Local Plan (Replacement) 1996-2006 'saved' policies (HLP06):

Policy GEN1 - General Policy for Development  
Policy CON8 - Trees, Woodland & Hedgerows: Amenity Value

Saved Policy from the South East Plan 2006 - 2026:

Policy NRM6 - Thames Basin Heaths Special Protection Area

Hartley Wintney Neighbourhood Plan 2017-2032 (HWNP):

Policy 2 - Design Guide  
Policy 5 - Conservation Areas  
Policy 6 - Control of Artificial Lighting  
Policy 8 - Cycleways and Footpaths

Other relevant planning policy documents:

National Planning Policy Framework 2021 (NPPF)  
Planning Practice Guidance (PPG)  
National Design Guidance (NDG)  
Section 66(1) and 72 of the Planning (Listed Building and Conservation Areas) Act 1990  
Technical Housing Standards - nationally described space standard (DCLG 2015)  
BRE Report - Site layout planning for daylight and sunlight: a guide to good practice (2011)  
Hartley Wintney Conservation Area Character Appraisal and Management Proposals (2008)  
Hartley Wintney Design Guide 92018  
Hart Technical Advice Note - Daylight and Sunlight: The 45- and 25-Degree Guideline  
Parking Provision Interim Guidance (2008)

## **CONSULTEES RESPONSES**

### **Hartley Wintney Parish Council**

No Objection with Comments ' Councillors examined the revised documents on the Hart planning portal at their meeting on 8th November 2021. We were pleased to note a further reduction in the height of the ridge line around the southern corner of the building on both the Fleet Road and the Mount Pleasant elevations. The extension to the area of rendering facing onto Mount Pleasant enables a more natural line of continuation along that side of the building. It is hoped that the developers will commit to the level of soft landscaping as shown in their Proposed Landscaping Site Plan on the Hart website which will further achieve a less imposing and more sympathetic appearance than was initially proposed. It is good to see that the developer has listened and reacted to the comments and opinions of the neighbouring residents as well as those of the Parish Council.

One remaining reservation concerns the drainage and water management on which we do not profess to have sufficient technical knowledge. We would therefore ask that planning permission shall be withheld until such time as Hampshire's Flood and Water Management Engineer is satisfied as to the measures to be taken to establish a satisfactory drainage strategy for the site.

We would also ask that should planning permission be granted, that the developer is required to abide by the guidance of the Considerate Constructors' Scheme in terms of their building management plan. Mount Pleasant is a quiet residential road, and we ask that specific hours of work should be conditioned rather than simply suggested.

#### **HCC - County Archaeologist**

No issues raised due to low archaeological potential.

#### **HCC – Highways**

Objection concerning inadequate swept path drawings, visibility splays and travel plan. Since receipt of this objection clarity regarding the permitted turns when accessing or egressing the site have been clarified, and the swept path and visibility splays agreed by HCCHA as satisfactory. Condition concerning Travel Plan to be included.

#### **HCC – Lead Local Flood Authority**

No objection following receipt of Groundwater Monitoring and Drainage Assessment revised Flood Risk Statement. Conditions recommended concerning:

- Drainage System construction
- Long term maintenance arrangements for surface water drainage system

#### **Natural England**

No objection subject to appropriate conditions controlling the use of the care home would be restricted to that of a C2 nursing care home and appropriate SANG and SAMM contributions are secured for the 4 residential dwellings.

#### **Thames Water Property Services**

No objection based on information provided, as surface water will not be discharged to the public network and existing foul sewer network has sufficient capacity to accommodate the proposed foul water discharge from the proposed development.

#### **Conservation Officer (Internal)**

By way of summary, the Hart Conservation Officer has objected on the following grounds:

- Grey House is a positive building within the vicinity of other positive buildings, within a conservation area.
- Grey House positively contributes to the character of its local built environment.
- Grey House has communal heritage value owing to its history and use.
- Therefore, there is a strong objection to the total loss of Grey House, and it would result in 'less than substantial harm' to the designated heritage asset (the Conservation Area).
- There is a lack of justification as to why the building cannot be repurposed.
- The decision taker must take into consideration the requirements of paragraphs 197 and 201 of the NPPF, and then to balance the harm caused to the conservation area and non-designated heritage asset against paragraph 193.
- There are conflicts with Hartley Witney Neighbourhood Plan Policy 5 as well as the Protected Views expressed within.
- Expression that the impact of the demolition of a positive building within a conservation area would have a permanent negative effect on the significance of the conservation area.
- Demolition of the existing building would be of negative consequence in terms of Climate Change matters.

#### **Drainage Officer (Internal)**

No objection or comments, guided by Hampshire County Council as the Lead Local Flood Authority.

#### **Ecology (Internal)**

No objection subject to all the recommendations contained within the Preliminary Ecological Assessment Report 'PEA Report (Corylus Ecology, September 2021)' being implemented under licensing as necessary.

#### **Environmental Health Officer (Internal)**

Objection regarding lack of information concerning noise and pollutions, especially during construction. Conditions pertaining to the following matters suggested if approval is considered:

- Timing of construction or demolition.
- Submission of a Construction Environmental Management Plan prior to commencement of construction activity.
- Prior to commencement of construction a scheme for controlling extraction and treatment of fumes and odours generated from cooking undertaken on the premises should be submitted
- Land contamination issues should be reported and if discovered, remediation plans should be submitted to and approved by the LPA
- Prior to commencement of construction a Traffic Noise Protection Scheme shall be

submitted.

- Prior to installation of any fixed plant or acoustic design a Proposed Plant and Noise Mitigation' plan shall be submitted.

### **Housing (Internal)**

No comment.

### **Landscape Architect (Internal)**

Objects, summarised as:

- There exists a positive character in that of the existing building in generous grounds.
- Impact of the proposed landscape changes and altered experience along Fleet Road.
- The scale and massing of the proposals do not promote or reflect the distinctive qualities of their surroundings.
- The layout of the proposals, the length and multiple articulations of the elevations, along with the extensive footprint, do not reflect nor reinforce the locally distinct townscape, but would detract from it.

### **Streetcare Officer (Internal)**

No objection or comments as it relates to a commercial premises.

### **Tree Officer (Internal)**

No objection subject to:

- An Arboricultural Method Statement or construction method statement on any new service runs and connections into the site and how they will be installed.
- A Landscape Master Plan.

## **NEIGHBOUR COMMENTS**

The statutory requirements for publicity, as set out in the DMPO 2015 (as amended) are in this case the notification of the adjoining properties and site notice or press advert is required. The Council's SCI has now been amended so that we are only required to carry out the statutory publicity requirements.

The 21-day public consultation expired on 29.04.2021. At the time of writing the Committee report there were 53 residents that submitted representations in objection to the proposal, with 8 of those residents at times representing two persons. Some of these 53 residents submitted letters of objections multiple times, which are taken as a single objection for each of them for the purpose of presenting a count.

Revised plans were submitted by the applicant in August 2020 and a refreshed public consultation expired on 17.09.2021.

Minor revisions concerning the elevations and additional details matters of drainage, ecology and highways were received from the applicant between October 2020 and



January 2021.

The summary of representations received is below which include comments received from Hartley Wintney Heritage Society:

- Revision of scheme from pre-application, to withdrawn to present not significant.
- Objections on grounds of inconsistencies or errors within the application and clarity of submission.
- Objection regarding increased number of units.
- Comparisons to existing developments and sites within the Hart District Council area.
- Sustainability of development.
- Scale of development within quiet area.
- Overdevelopment of the site.
- Objections that the site does not meet a proven need for residential care in the district.
- Concerns regarding 24-hour staffing of development and potential impact on neighbour amenity from such.
- Concerns that the Drainage Statement and Flood Risk Assessment information is insufficient for purpose or inaccurate.
- Noise and light pollution arising from proposed dwellings.
- Size, layout and density of buildings proposed.
- Proximity of large building to Mount Pleasant and discord with architecture and character of existing buildings.
- Proportion of site given over to hard landscaping.
- Reduction in quantity of greenery present within the site area.
- Potential loss of screening provided by trees.
- Insufficient landscaping and proposed hedges.
- Harm to heritage assets by proximity and harm to Conservation Area character.
- Loss of building of Positive Value in Conservation Area.
- That the existing building should be retained either entirely or in some way recycled.
- Arrangement of services within the building and proximity to dwellings.
- Loss of privacy, introduction of overlooking.
- Effect on distinctive views contained within Neighbourhood Plan.

- Visibility from Fleet Road.
- Representation of existing mature greenery and trees within plan documents.
- Impact on existing services including phone, power and internet.
- Expression of insufficient broadband connections for the proposal and the neighbouring properties.
- Concerns regarding impact on current sewerage system.
- Impact from increased traffic generation.
- Concerns regarding compounded impact on infrastructure when viewed in conjunction with existing developments.
- Proximity of parking to residential properties.
- Concerns of insufficient parking for staff required.
- Concerns regarding inadequate public transport links.
- Potential safety hazard from forced turning right of vehicles exiting the site.
- Light pollution arising from the development.
- Noise pollution arising from the development during construction and in use.
- Concerns regarding odours from the development including bin store.
- Concern regarding construction method and safety.
- Concern regarding retention or enhancement of existing site levels.
- Attention drawn to existing pathways around the village and their present state and that they are not suitable for persons with a disability or impairment.
- Potential damage to cricket green due to additional vehicles.
- Concerns regarding provision of care for residents.
- Queries concerning SANG/SAMM contributions.

## **CONSIDERATIONS**

### **Assessment**

1. Principle of Development
2. Heritage Impacts, Design, and Character
3. Residential Accommodation and NDSS
4. Impacts upon Amenity
5. Highways, Access and Parking
6. Flood Risk and Drainage

7. Ecology, Trees and Landscaping
8. Thames Basin Heaths Special Protection Area
9. Climate Change and Equality
10. Planning Balance

## **1. Principle of Development**

The application site is located within the urban settlement boundary of Hartley Wintney as defined by the HLP32.

Policy SD1 sets out that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It seeks to secure development that improves the economic, social and environmental conditions in the area in accordance with the Development Plan and Neighbourhood plans that form a part of it.

Policy SS1 sets out that development will be focused within the defined settlement boundaries as well as on previously developed land. The policy goes on to set out the Council's Housing requirement and indicate that this will in part be delivered through development or redevelopment within settlement boundaries. The supporting text makes it clear that some of the Council's housing requirements will be delivered through windfall sites such as the application site.

NPPF Paragraph 62 expresses that the type and tenure of housing for different groups should be assessed and reflected in planning policies, including housing for older people and people with disabilities within the listed groups.

The four residential properties of Class C3 use, as they fall within the Hartley Wintney Settlement Boundary per HLP32 Policy SS1, would be acceptable in principle subject to compliance with the Development Plan, Hartley Wintney Neighbourhood Plan and the NPPF.

Policy H4 of the HLP32 supports the provision of specialised/supported accommodation that meets the needs of older persons or other requiring specialised care on sites within settlement boundaries.

The application proposes a 65-bed care home falling within Class C2 use as part of its proposal. This would contain 65 individual en-suite bedrooms. Communal facilities include various lounges, dayspaces, dining spaces, hair salon, library and a café bistro on the ground floor. There would also be a nursing station on each floor. No staff accommodation (bedrooms) would be provided. Staff facilities would include offices, kitchens, changing areas/lockers, meeting rooms, training room and staff room. The care home would be three-storeys, with the top storey being accommodation within the roof.

The HLP32 defines a care home as a residential setting where a number of people live, usually in single rooms, and have access to on-site care services. The Planning Practice Guidance defines residential care homes and nursing homes as:

"These have individual rooms within a residential building and provide a high level of care meeting all activities of daily living. They do not usually include support services for independent living. This type of housing can also include dementia care homes."

The NSAOP (para. 1.04) provides guidance on categories of specialist housing and accommodation for older people, including:

"Residential care. Provides live-in accommodation, typically in en-suite rooms, with 24 hour-a-day supervised staffing for residents, who may need extra help and support with their personal care. For example, help with things such as washing, dressing, personal hygiene, medication, toileting, communication, feeding and mobility.

Nursing care. These provide 24-hour care and support, as with residential care, but with added nursing care and assistance for residents who require input from and supervision by a registered nurse, who is in situ to devise and monitor care plans and provide and administer treatment."

With due regard to the application submission and above definitions, the proposal would, largely be for a care home as defined within the PPG and nursing care home as identified in the NSAOP. A planning condition would be included as part of any permission granted by the council to secure the proposed care home in this use.

The NSAOP provided advice to the Council on the need for specialised accommodation for older people within the District to supplement earlier evidence contained within the SHMA. It identifies a residual net need (at June 2021) of 232 nursing care bedspaces to 2035. The provision of 65 beds as proposed in the application would contribute to this need as supported by HLP32 Policies H1(c) and H4(a).

The acceptability of the principle of development, in this case, also depends on policy INF5 which seeks provision and improvements of existing community facilities. This policy only allows the loss of community facilities in certain circumstances where it is demonstrated that:

- i. a suitable replacement facility of a similar or improved nature is provided that meets the needs of the local population or its current and intended users; or
- ii. the existing premises are no longer required or viable.

Policy INF5 regards schools as community facilities. In policy terms, this proposal would involve the loss of a community use of a school. The school in question has not been in operation since approximately December 2018 due to a reduction in student uptake.

The applicant has detailed the recent history of the school's operation and eventual closure in support of the application with respect of the loss of school use on this site. Whilst not a Market or Viability Assessment, it is considered that the events and details outlined are accurate and that school provision in the local vicinity is sufficient in the absence of Grey House being used as a school. Additional supporting evidence, such as the closure of additional schools in the vicinity due to oversupply, is also included.

The planning statement confirms that attempts were made to sell the site to other operators of schools but were unsuccessful and no interest could be found in the ongoing use of the site as a school. A choice was made by the landowner to pursue the use of the site as a care home or retirement home site.

It should also be noted that the other requirement for the loss of the school is a replacement facility of a similar or improved nature provided that it meets the needs of the local population or its current and intended users. The provision of a care home in this instance would be a facility that would comply with such a requirement, as there is a district need of such facilities and this specific need is identified within the Hartley Wintney Neighbourhood Plan.

Therefore, in consideration of all of the policy examination above, the principle of development is acceptable, however the ultimate acceptability of the proposal would depend on compliance with all other planning policy objectives.

## **2. Heritage Impacts, Design, and Character**

Policy NBE8 of the HLP32 and Policy 5 of the HWNP32 require development proposals to conserve or enhance heritage assets and their settings, taking account of their significance. Within Policy 5 of the HWNP32 new development proposals are supported where they take account of the key elements of the character or appearance of the relevant conservation area as set out in its Conservation Area Character Appraisal.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in exercise of its functions under the Planning Acts, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Planning (Listed Buildings and Conservation Areas Act) 1990 states that with respect to any buildings or other land within a conservation area, in the exercise of relevant functions under the planning Acts, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

NPPF (2021) Para 197. In determining applications, local planning authorities should take account of:

- (a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- (b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- (c) the desirability of new development making a positive contribution to local character and distinctiveness.

Policy NBE8 states that development proposals should conserve or enhance heritage assets and their settings, taking account of their significance. Proposals that would affect a designated or non-designated heritage asset must be supported by a heritage statement (proportionate to the importance of the heritage asset and the potential impact of the proposal) that demonstrates a thorough understanding of the significance of the heritage asset and its setting, identifies the nature and level of potential impacts on the significance of the heritage asset, and sets out how the findings of the assessment has informed the proposal in order to avoid harm in the first instance, or minimise or mitigate harm to the significance of the asset. Proposals which would lead to the loss of, or harm to, the significance of a heritage asset and/or its setting, will not be permitted unless they meet the relevant tests and assessment factors specified in the National Planning Policy Framework.

Paragraph 195 of the NPPF 2021 states that Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

HLP32 Policy NBE9 and saved policy GEN1 of the HLP06 seek to ensure that development achieves a high-quality design and that it would positively contribute to the overall character of the area.

The NPPF 2021 (para. 130) also reinforces the need to promote good design in

developments and states that decisions should ensure that developments will:

- function well and add to the overall quality of the area not just for the short term but over the lifetime of the development.
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; and
- are sympathetic to local character ..., including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).

Policy 2 of the HWNP32 requires the design and appearance of development to be informed by the Parish Design Guide. This states that proposals should be proportionate in terms of layout, and character, use external materials which complement the existing materials of the area. The design guide also advises that where possible and appropriate developments should use traditional or vernacular style buildings which follow local distinctiveness through their siting, local materials and styles.

The site falls within the Hartley Wintney Conservation Area (CA). There are Listed Buildings within the vicinity, but the proposal is unlikely to impact their setting directly by virtue of the distances involved. However, the proposal is considered within the context of its impact on the Conservation Area itself which is a designated heritage asset.

In terms of impacts to the CA, the northern section of the site falls within Character Area 3 (Causeway Green and Cricket Green) as set out in the Hartley Wintney Conservation Area Character Appraisal (HWCA). Grey House is identified as a Positive Building within this assessment. The map of this character area also identifies that a majority of the buildings along the west side of Mount Pleasant, to the north of the application site, are positive buildings, as being non-designated heritage assets.

The HWCA provides no description of the Grey House building outside of its designation as a positive building, but the Conservation Officer (CO) provided a description within their comments submitted on 10.05.2021:

"The house is a large, fine example of an Edwardian private residence, constructed in 1903. It was constructed for the Pool family by Pool and Sons, who are a local, well known building firm, responsible for much of the new development within the area for the latter half of the C19 and the early part of the C20. Formed in 1851, Pool and Sons are noted for a number of their C19 and early C20 commissions within the district, some of which are now statutory listed.

The Grey House has architectural interest, as it is a high-quality Edwardian building with strong Arts and Crafts influence and Tudorbethan characteristics. It is overall an attractive building, located in a prominent position at the corner of Mount Pleasant and the main road between Hartley Wintney and Fleet. Due to its positioning within its plot of land, it is most visible from Mount Pleasant, where it and the complementary stable block contribute in a highly positive way to the street scene."

The CO also notes that the Grey House has communal heritage value owing to its history and use, that the impact of the demolition of a positive building within a conservation area would have a permanent negative effect on the significance of the conservation area and that the repurposing or reuse of the building has not been adequately explored. The CO has also raised criticism regarding the design not seeking to retain or re-purpose existing buildings.

The CO also describes the immediate area of Mount Pleasant:

"This area of Mount Pleasant contains detached early C20 buildings within the same building line, set back within their plots of land, with larger gardens. Although the corner plot occupied by the Grey House is larger than that of its contemporary neighbours, its layout and the relationship between the built form and amenity space accords with the prevailing character of the adjacent plots. The Grey House terminates the row, and as it differs in appearance to its neighbours, it contributes to the local distinctiveness of the area and adds interest to the local built environment, contributing positively to the group in which it sits."

The CO's comments concerning the lack of intent to retain the existing building or to repurpose it are noted. These are considered against the applicant's justification within their submission concerning health and safety, fire safety, levels and the degree to which the building would be fit for purpose considering the proposed use. As previously addressed within the principle of development section of this report, it is not considered that the continued use of the Grey House or wider site as a school would be deemed the optimal viable use and that the site being utilised for a care home facility is considered appropriate under the HLP32 INF5, HWNP and the NPPF. This is considered within the planning balance section of this report.

It is not disputed that the demolition of Grey House results in the loss of a positive building that contributes to the character and significance of the Conservation Area in question. It is considered that the loss of Grey House would only be materially impactful to the immediate local area of Mount Pleasant and that it is not considered a highly valued building within the wider context of the Conservation Area. It would however still amount to a diminishment of the historic and architectural significance of the designated heritage asset.

The removal of the modern outbuildings and school infrastructure, which does not positively contribute to the Conservation Area, is considered positive, as is the retention of the Stable building.

It is considered that the demolition of the Grey House and associated outbuildings and infrastructure would result in less than substantial harm to the significance of a designated heritage asset. This harm will be weighed against the public benefits of the proposal (NPPF para. 196) in the planning balance section of this report.

Representations received on the application have raised concerns about the scale and architectural design of the proposed development, how it relates to neighbouring buildings, the proximity of it to various dwellings and the site arrangement and context.

The Hartley Wintney Parish Council expressed objections to the scheme first submitted under this application but following two revisions to the care home elevations retracted their objection, expressing that they would hope the applicant will commit to the level of soft landscaping shown in their Proposed Landscaping Site Plan.

The Landscape Architect objected on the grounds that the layout, elevations and footprint do not reflect or reinforce the distinct townscape and would detract from it.

The North East Hampshire Design Review Panel made comments on the original submission (Superseded Plans uploaded 03/03/2021). They expressed they were struck by the fact that the major building occupies the centre of the site, thereby dominating road frontages but that this was a logical layout given the brief and that the retention of trees was likely to soften this. The architectural vocabulary was described as that of a 'Late

Victorian idiom' but that it had been executed with some skill. Expressions of concern as to the architectural features, such as the proposed corner turret, quantity of rendering and glazed entrance bay were raised, as well as that of material detailing. The residential units were described as bland.

The main body of the care home building is three storeys in height, with the third storey featuring within the roof level. Windows on this third storey are mostly found on the south-east and south-west facing elevations, with a third storey window set back within the courtyard on the north-west elevation. The architectural approach features pitched roofs with a combination of hip and gable ends, chimney stacks, roof dormers and a turret design in the south-east corner.

It is noted that a number of objections were raised concerning the building being three storeys in height. It is considered that there are a number of examples of three storey buildings, with the upper storey being within the roof space, in the local vicinity and that Grey House itself would be counted among these examples which is itself three storeys. It is noted that the scale proposed, along with the set back of the building being approximately 17m from the pavement, its siting and footprint would provide a larger development than the existing Grey House and associated buildings, despite Grey House being set back just 15m. There would be a heightened degree of visual impact, as the proposed building would inevitably look larger than the dwellings surrounding it, however the massing of the building in of itself is not considered to be harmful to visual amenity or the character of the streetscene by virtue of its setting back and varied elevational design. There is a pattern of continuous built form along Mount Pleasant, including dwellings with generous floor to ceiling heights and pitched roofs, such that it is not considered that the scale of the proposal would be discordant when considered within the street itself. the Appropriate landscaping secured through a landscaping masterplan would soften the impact arising from the scale of the proposed care home.

In terms of design and appearance, the building is proposed with a semi-contemporary material palette which will somewhat differ from the housing found in the immediate surroundings, but the architectural language is clearly intended to evoke the period architecture of the area. The proposed care home varied elevations, with differing depths, gables and window patterns all contribute positively to achieving a development proposal that avoids homogenous, duplicated, design to instead provide a well-balanced assortment of elevations around the care home.

It is considered that the design of the care home proposed is regarded as a suitable approach to development of the site in regard to scale, design and character in this location. The proposed architecture reflects the period/Edwardian character of Mount Pleasant and the Conservation area in terms of its form, architectural features and detailing. Whilst being of a more contemporary design, by virtue of its modern construction, and that some visual difference between the proposed care home and that of the existing architectural language of the street would occur, it is not considered that it would be discordant to such a degree that it would result in significant harm to the Conservation Area.

Given the heightened need for sensitive design in this area, it is considered that a condition that seeks details of material choice and large-scale plans of windows, doors etc. would be warranted.

The elevations fronting Mount Pleasant and Fleet Road have been designed with visual relief in terms of depth, features and roofscape, avoiding the appearance of an 'apartment block'. There would be some visual difference between the proposed care home and that



of the existing architectural language of the street, but the planning system does not seek to replicate one style of design or building material only.

The design of the care dwellings, erroneously referred to as 'bungalows' within the submission, are simpler in appearance but do take cues from architectural features visible within Mount Pleasant. It is considered that the front gable does constitute a large quantity of brickwork, but that the proposed brick detailing and soft landscaping to the front, including the area between the two built forms, will sufficiently relieve this impression. The setting back of the bungalows within the corner of the site minimises their presence and potential impact on the character of the street and the conservation area, but they would not be considered discordant or incongruent with other bungalow or roof space type dwellings within the vicinity. In a similar manner to that of the care home, material details would be required by condition.

The layout of the site is considered to respect the established pattern of setback-built form with Mount Pleasant and would be of a similar distance to that of the existing Grey House from the pavement. Vehicular access at the proposed location is sensible and avoids conflict with neighbouring properties by virtue of the proposed ingress and egress constrictions that are discussed later in this report. Whilst there exists a fair degree of hardscape surfaces to provide adequate parking, this is offset by the inclusion of soft landscaping around the site and separating the development from Mount Pleasant and Fleet Road.

Additionally, between the tree cover, small depression in the land, its setting back from the positive buildings to the north along Mount Pleasant Way and any enhancement from a conditioned Landscape Masterplan the impact of new development within a conservation area would be reduced. The proposed layout of the site is considered to emphasise the importance of soft landscaping which in part mitigates the introduction of additional built form over that which exists in this part of the Conservation Area. It is considered that the care home proposed, with landscaping and suitable materials, appropriately responds to and is sensitive to the setting of surrounding buildings and the character and appearance of the area as a whole.

It is considered that the proposal's scale, design and character would be in accordance with the objectives of adopted policies NBE9 of the HLP32, saved policy GEN1 of the HLP06, Policy 2 of the HWNP32 and the aims of the NPPF (2021).

The loss of a positive building within a conservation area is considered against Policies NBE8 and NBE9 of the HLP32, saved policy GEN1 of the HLP06, Policy 5 of the HWNP32 and the aims of the NPPF 2021 in heritage respects with the planning balance section of this report.

### **3. Residential Accommodation and NDSS**

The Council has adopted the Nationally Described Space Standards for dwellings in the HLP32. The space standards set out the minimum gross internal floor areas for dwellings as well as requiring certain minimum sizes of bedrooms. The proposed dwellings would comply with these minimum standards.

The dwellings proposed, as two storey dwellings, provide for reduced mobility by inclusion of wider circulatory space, bathrooms and a lift to the 1st floor.

The proposed residential development of is of a minor scale. The NPPF acknowledges that all housing delivery should contribute to meet housing needs. There is a genuine

expectation that windfall sites, particularly brownfield sites such as this, may contribute to meet housing needs of the District.

The proposal is compliant with Policies H1 and H6 of the HLP32 and the aims of the NPPF 2021 in these respects.

#### **4. Impacts Upon Amenity**

Policy NBE11 of the HLP32 supports development which does not give rise to, or would not be subject to, unacceptable levels of pollution. Saved policy GEN1 of the HLP06 supports development that, amongst other requirements, causes no material loss of amenity to adjacent properties.

Paragraph 130 of the NPPF 2021 advises that planning decisions should ensure that developments achieve a high standard of amenity for existing and future users and also do not undermine quality of life for communities.

The site is surrounded by residential development and consideration of the potential impacts on neighbouring amenity is important. A number of concerns were expressed by neighbouring residents concerning impacts on amenity in terms of privacy, daylight, noise, odour and overbearing impact.

It has previously been highlighted that the proposal sits within a depression in the landscape, which has been observed on site.

The south-west corner of the proposed care home would be approximately 9 metres from the rear garden of number 5 Old School Close and 23.5 metres from the rear wall of the dwelling at its closest point. No windows are proposed in the north-west elevation above ground floor at this location. The closest window above ground floor is present on the 1st floor of the setback north-west elevation of the care home. This window is approximately 38 metres from the rear garden of 5 Old School Close and 48 metres from the rear wall of said dwelling. With consideration of the distances involved it is not considered that any impact in terms of privacy or overlooking would occur as a product of the proposal for 5 Old School Close and this is considered the same for 4, 6 and 7 Old School Close by virtue of their increased distance from the care home element in question. There would be some minor loss in early morning winter light for the same properties, but this would be minimal due to the aforementioned distances.

The rear of the proposed residential units upper floor windows in the north of the proposed site are approximately 13 metres from the garden of the residential property 'The Granary' and approximately 22 metres from the rear wall of the same dwelling. The rear wall of No. 4 Old School Close is of a similar distance. The residential property 'Wedgewood' sits further than these distances and behind tree coverage outside of the site. The dormer windows in question are 3.55 metres above the ground level and reach a maximum height of 4.85 metres above ground. There would be some minor impact in terms of amenity in regard to privacy and sunlight, but given the anticipated residents of the proposed dwellings, the distances involved, and the singular window of each dwelling proposed on this rear elevation it would be minimal.

The rear window of the most northerly bungalow would be set back behind the building line of the residential property 'Stanrose' and is not anticipated to have a material impact in terms of amenity.

There are no windows within the roof space of the 2nd floor within the north-east facing

elevation. The closest window is present on the 1st floor and is 1 of 5 windows on this elevation. The closest window is approximately 23 metres away from the rear garden boundary of the residential dwelling 'Carbery', with distances increasing up to 26 metres for 3 of the windows. A similar distance to the rear garden of the residential property 'Stanrose' is observed for the window on the north-western most corner of 27 metres. The rear wall of 'Carbery' is approximately 28 metres away from the closest window of the same elevation of the care home. It is noted that the existing Grey House's windows on the north-east facing elevation are closer to the properties in question. Accordingly, considering the distances involved and the existing built form it is considered that impacts in terms of privacy, overlooking or daylight to these properties arising from the development would be less than that which exists.

There are 7 windows proposed within the roof space of the 2nd floor on the south-east facing elevation of the care home, fronting Mount Pleasant. The closest window to the pavement boundary of Mount Pleasant would be 19 metres away. The closest 2nd floor window to the following residential properties is noted:

- 'Shimoda' front elevation: approximately 45 metres.
- 'Bergholt' front elevation: approximately 44 metres.
- 'Highmeadow' front elevation: approximately 44 metres.

1st floor windows are approximately 2 metres closer to the residential properties 'Shimoda' and 'Bergholt'.

Given the distances involved, the existing mature greenery and trees and that which would be secured by a condition requiring an approved Landscape Masterplan it is considered that no substantial impact in terms of privacy, overlooking or daylight to these properties would arise from the proposed development.

Concerns regarding impacts of privacy arising from the use of the Café/Bistro occupying the south most corner of the site are noted. Conditioning the hours of use of this facility such that no use during unsociable hours would be deemed reasonable. Additionally, it would be reasonable to control the potential use and users of the Café/Bistro via a S106 legal agreement. Given the distances mentioned above, existing mature greenery and trees and that which would be secured by a condition requiring an approved Landscape Masterplan it is considered that no substantial impact in terms of privacy, overlooking or daylight would occur from the daily use of such a facility.

Concerns regarding the proposed parking and proximity to neighbouring boundaries has been highlighted. Whilst it is acknowledged that the arrival, parking and departure of vehicles would constitute an increase in the vehicular noise over that which was previously experienced, it is considered that the general arrangement of the site, in situating the built form of the care home away from the residential properties to the north, warrants their positioning in preserving and avoiding impacts in terms of privacy and overlooking. Delivery vehicles and other larger vehicles that would have a greater material impact on neighbouring amenity would be controlled through a condition attached to any planning approval.

The Environmental Health Officer has assessed the proposed development and has deemed it likely that it would be impacted by traffic noise associated with the use of the A323, specifying that external spaces, balcony areas, bedrooms and day spaces on the southern façade may suffer from unacceptable acoustic conditions. Accordingly, and in the absence of full information addressing such concerns, conditions to the following effect will be included as part of any planning condition grant:

- Controls regarding the timing of construction or demolition.
- Construction Environmental Management Plan submitted prior to commencement of construction activity.
- Prior to commencement of construction a scheme for controlling extraction and treatment of fumes and odours generated from cooking undertaken on the premises should be submitted.
- Land contamination issues should be reported and if discovered, remediation plans should be submitted to and approved by the LPA.
- Prior to commencement of construction a Traffic Noise Protection Scheme shall be submitted.
- Prior to installation of any fixed plant or acoustic design a Proposed Plant and Noise Mitigation' plan shall be submitted.

Although not highlighted by the Environmental Health Officer, the Hartley Wintney Neighbourhood Plan Policy 6 - Control of Artificial Lighting seeks to address the potential impact from light spill and light pollution from existing and proposed development. In the absence of a full assessment, it is deemed sensible that a Lighting Impact Assessment that seeks to minimise such impact and where necessary introduces mitigation methods that reduce the impact of the development should be required to be submitted for approval.

With the conditions outlined in the section above and the assessment undertaken, it is considered that no demonstrable harm would arise to the residential amenity of the existing adjoining properties and that the residential amenity of future residents can be ensured through careful detailing.

Neighbouring residential impacts arising from the proposal would not be unacceptable, and as such the proposal following adherence to attached conditions would be considered to be in compliance with Policies of the HLP32, HLP06 the HWNP and also the aims of the NPPF 2021 in this regard.

## **5. Highways, Access and Parking**

Policy INF3 of the HLP32 states that development should promote the use of sustainable transport modes prioritising walking and cycling, improve accessibility to services and support the transition to a low carbon future. Saved policy GEN1 of the HLP06 supports developments that do not give rise to traffic flows on the surrounding road network which would cause material detriment to the amenities of nearby properties and settlements or to highway safety.

Paragraph 111 of the NPPF 2021 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Hampshire County Council in their role as Local Highway Authority was consulted on this application and initially expressed an objection regarding highway safety, specifying the lack of adequate visibility splays and swept path drawings, as well as an inadequate Travel Plan. Concerns regarding traffic cutting through Mount Pleasant and the Cricket Green area were also highlighted by the authority.

The entrance design has been revised to intentionally preclude right-turn-in and left-turn-out movements, in order to meet the concerns and wishes of the Parish Council. This was then clarified with the HCCLHA and the submitted visibility splays and swept path drawings were agreed as acceptable.

It is considered that the Travel Plan can be secured by condition to be agreed prior to the care home coming into use and that it would be reasonable to secure it being complied with via a S106 legal agreement, which will cover other matters contained within this report. No concern was raised as a result of traffic generation arising from the site. It is considered therefore that there are no outstanding concerns regarding matters of Highways safety or residual cumulative impacts on the road network arising from the development.

In terms of car parking provision, Hart's Interim Guidance (2008) indicates a maximum provision of 45 car parking spaces for the care home. The car parking provision proposed by this scheme would be 30 spaces and two of these would be disabled bays. It is important to note that the figure in the Guidance is a maximum provision. There would additionally be two spaces for each 2-bedroom residential dwelling, immediately in front of the properties. The applicant has submitted a Transport Technical Note that explores and justifies the provision on-site parking provision and concludes this would be a suitable level of provision when taking into account the maximum expected Full Time Employees, the maximum staff on site at any one time, the impact of shift changeovers and visitor capacity. It is considered that this analysis is robust and that the parking provision within the site for the purpose of its intended use would be sufficient.

With regards to refuse collection, the Joint Waste Service has been consulted and confirmed that they have no comments on the site as it is a commercial premise with no impact on the domestic waste collection service. However, the 4 care home units may be required, despite the submitted waste vehicle swept path drawings, to leave bins by the entrance of the site for collection unless they are in some way serviced by the wider refuse management of the site. It is considered therefore that these details along with a refuse management plan could be secured via a planning condition.

Concerns have been expressed by local residents concerning the noise and prevalence of delivery vehicles outside of sociable hours. A standard condition controlling the hours of deliveries to the site would be attached to any grant of permission by the Council.

The proposed development would not result in unacceptable impacts on highway safety or significant cumulative impacts on the highway network as set out within the NPPF 2021. On-site car parking provision for the development proposed would also be adequate. As such, subject to planning conditions securing details of waste management, the proposal would comply with Policies NBE9 and INF3 of the HLP32, Policy 2 of the HWNP and the aims of the NPPF 2021 in this respect.

## **6. Flood Risk and Drainage**

Policy NBE5 (Managing Flood Risk) of the HLP32 sets out five criteria when development would be permitted, in this case the applicable criteria are:

- Over its lifetime it would not increase the risk of flooding elsewhere and will be safe from flooding;
- If located within an area at risk from any source of flooding, now and in the future, it is supported by a site-specific flood risk assessment and complies fully with national policy including the sequential and exceptions tests where necessary;
- Within Causal Areas (as defined in the SFRA) all development takes opportunities to reduce the causes and impacts of flooding.

Flood mapping indicates that the application site falls within Flood Zone 1 which has the

lowest risk of fluvial flooding, The proposal was accompanied by drainage information to address surface water management which has been analysed by the Hampshire County Council Lead Local Flood Authority (HCCLLFA) who has raised no objection following the submission of additional details concerning Groundwater Monitoring and an updated Drainage Assessment. They have recommended planning conditions be imposed concerning compliance with the Drainage Assessment and that details for the long-term maintenance arrangements for the surface water drainage system be submitted for approval by the Local Planning Authority, which will be included as part of any grant of planning permission by the Council. The Council's Drainage Officer stated that due to the size of the development they would be guided by the HCCLLFA.

Subject to planning conditions recommended by the HCCLLFA, the application is acceptable and in compliance with the objectives of Policy NBE5 and NBE9 of the HLP32, and the aims of the NPPF 2021 in this regard.

## **7. Ecology, Trees and Landscaping**

With regards to biodiversity, Policy NBE4 of the HLP32 states that: 'In order to conserve and enhance biodiversity, new development will be permitted provided:

- a) It will not have an adverse effect on the integrity of an international, national or locally designated sites.
- b) It does not result in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.
- c) opportunities to protect and enhance biodiversity and contribute to wildlife and habitat connectivity are taken where possible, including the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations. All development proposals will be expected to avoid negative impacts on existing biodiversity and provide a net gain where possible'.

The Council's Ecologist raised an initial objection to the proposal as although a full bat emergence survey report was submitted, the submission lacked a Preliminary Ecological Appraisal that would inform the Council as to the current biodiversity present on site. However, it was undertaken and provided over the course of the consideration of the application, alongside additional species-specific surveys that were required. The Ecologist is satisfied with the surveys and PEA submitted, stating that subject to compliance with the recommendations contained within and a Biodiversity Net Gain Scheme being submitted for review and approval by the LPA they would have no objection. This Biodiversity Net Gain will be secured through condition.

With regards to trees, saved policy CON8 states that where development is proposed which would affect trees, woodlands or hedgerows of significant landscape or amenity value planning permission will only be granted if these features are shown to be capable of being retained in the longer term or if removal is necessary new planting is undertaken to maintain the value of these features. Planning conditions may be imposed to require the planting of new trees or hedgerows to replace those lost.

The Council's Tree Officer is satisfied with the submitted arboricultural information and has requested that it is implemented to ensure the proposal is policy compliant, controlled via condition. They specify that they would recommend that further information should be provided prior to commencement of works on site through either an updated Arboricultural

Method Statement or construction method statement to ensure retained trees and their roots are not damaged. In addition to the aforementioned Landscape Master Plan, this would be secured by condition attached to any grant of planning permission by the council.

The proposal, therefore, would be policy compliant in respect of ecology, trees and landscaping subject to planning conditions.

## **8. Thames Basin Heath Special Protection Area**

Policy NBE3 of the HLP32 seeks to protect the Thames Basin Heaths Special Protection Area (SPA). South East policy NRM6 requires adequate measures to avoid or mitigate any potential adverse effects on the Special Protection Area (SPA). The Habitats Regulations 2017 (as amended) and The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 require Local Planning Authorities (as the Competent Authority) to consider the potential impact that a development may have on a European Protected Site. In this case this relates to the Thames Basin Heaths Special Protection Area (TBHSPA).

The TBHSPA is a network of heathland sites which are designated for their ability to provide a habitat for the internationally important bird species of woodlark, nightjar and Dartford warbler. The area is designated as a result of the Birds Directive and the European Habitats Directive and protected in the UK under the provisions set out in the Habitats Regulations. These bird species are particularly subject to disturbance from walkers, dog walkers and cat predation because they nest on or near the ground.

Policy NBE3 of the HLP32 and saved policy NRM6 of the South-East Plan 2009, make clear that when considering development proposals for residential or similar forms of development, there is an 'exclusion zone' set at 400m linear distance from the TBHSPA boundary. Permission will not be granted for development that results in a net increase in residential units within this zone unless it can be demonstrated through an Appropriate Assessment that there will be no adverse effect on the integrity of the TBHSPA.

The application site falls within the 5km zone of influence around the TBHSPA. The proposal therefore requires an Appropriate Assessment to ensure that additional residential occupiers would not affect the integrity of the TBHSPA.

Natural England have expressed that mitigation measures are required for the care home, and these would be secured via condition attached to any grant of permission by the council. The condition will require that:

- The use of property is to be restricted to C2 nursing care home.
- The care home shall not be occupied other than by persons of limited mobility who require full time nursing care and/or those who require high dependency dementia care. Persons of limited mobility shall be defined as persons whose physical condition prevents the walking beyond 400m. Such a physical condition shall first be verified by the Care Home Operator by means of referral from a General Practitioner prior to the occupation of the Care Home by any potential resident.
- No residential staff accommodation will be provided on site and rooms will be for single occupancy.
- Car parking will be restricted exclusively to staff and visitors.

Natural England also specified that they would expect:

- A covenant will prevent the keeping of pets on the premises (with the exception of assisted living dogs).

This can be secured via a Unilateral Legal Agreement that also addresses the Travel Plan and matters below.

The 4 residential dwellings would require the use of mitigation in the form of contributions to Site of Alternative Natural Greenspace (SANG). Following a resolution to grant, it is envisaged the applicant will secure access to SANG either through the LPA or privately, together with a Strategic Access Management and Monitoring (SAMM) payment.

## **9. Climate Change and Equality**

On 29th April 2021 Hart District Council agreed a motion which declared a Climate Emergency in Hart District. Policy NBE9 of the HLP32 requires proposals to demonstrate that they would:

- i) reduce energy consumption through sustainable approaches to building design and layout, such as through the use of low-impact materials and high energy efficiency; and
- j) they incorporate renewable or low carbon energy technologies, where appropriate.

The application was accompanied by a Sustainability Statement (SS) which confirms that the development would adopt sustainable approaches to construction. The dwellings would be constructed with an approach to Energy Efficiency. The SS includes proposals to make use of low energy lamps and automatic controls, minimal seasonal efficiency of boiler plant, inverter driven pumps and fan motors and the suggestion that the use of Gas fired boilers and hot water with Micro Combined Heating and Power Units. The SS confirms that this proposal would result in carbon emission savings of 8.5% (21 metric tonnes CO<sub>2</sub> per year) compared with not utilising said Low and Zero Carbon (LZC) technology. No other LZC technology is identified as suitable for the purpose or nature of the site.

A condition requiring the submission of full details concerning the recommendations of the Sustainability Statement for Local Planning Authority agreement prior to commencement is considered appropriate to include on any planning permission the council grants.

The application involves the demolition of an existing building of some size, which will have an impact in terms of climate change by virtue of both its loss and material disposal. This is considered within the planning balance section of this report.

With regard to equality, the Council has a duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics and those who do not under the Equalities Act.

The only matter for equality concerns the removal of the existing building, Grey House, which is a building which is not considered readily accessible with that of a development, by virtue of its design and of its intended use, will be. In this regard it can be considered that the proposal is beneficial in promoting equality and unlawful discrimination by enhancing accessibility.

## **10. Planning Balance**

Section 70(2) of the Town and Country Planning Act 1990 ("TCPA 1990") provides that the



decision-maker shall have regard to the provisions of the development plan, so far as material to the application. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

It is important to note the public benefits which would arise from this proposal, and these are summarised as follows:

- Social benefits would arise from the provision of much needed specialised care facilities in the form of a 65-bed care home within the district.
- Social benefits would arise as a result of the housing provision the proposal would make to the housing stock of the District, albeit only a small contribution.
- Economic benefits attracted by the proposal would be employment and local expenditure during the construction of the development and post-occupation.
- Equality benefits in replacing an inaccessible building with buildings that would be accessible.

The dis-benefits identified are summarised as follows:

- The loss of a positive building, within a conservation area.
- The impact in terms of climate change by demolishing an existing building.
- The amenities for occupiers of neighbouring dwellings of the site would be affected as a result of the temporary construction works.

The Development Plan Policies and the NPPF require that sustainable development be approved without delay. The application proposal complies with the requirements of the principal housing policies of the Development Plan and the site is considered to be suitable for a residential development as it is within a settlement boundary. The provision of additional housing is a clear benefit, and this development would help meet that need through the delivery of a windfall brownfield site which the NPPF emphasises should be re-developed to meet future development needs.

The proposal would deliver significant public benefits as a result of the specialised accommodation for older people provision and modest to substantial economic benefits, which would all materially weigh in favour of the proposal. There is an identified need for housing of this type and development of this type is supported by NPPF Par. 62, HLP32 Policy H4 and identified as needed within the HWNP.

The proposal would constitute economic benefits including local expenditure during its construction and post-occupation. It would also offer employment opportunities in the local area.

The proposal would replace an inaccessible building with a building that would be accessible, thereby promoting equality and unlawful discrimination by enhancing accessibility.

The proposal would involve the loss of a positive building with a conservation area. However, the building itself is not a designated heritage asset and its significance within

the conservation area is restricted to its immediate locale. It is considered that this would constitute less than substantial harm to the designated heritage asset.

The proposal would have an impact in terms of climate change resulting from the demolition of an existing building as opposed to its reuse or repurposing which would potentially, in part, avoid the need for the degree of new construction proposed.

There would be an impact on the amenity of neighbouring properties being affected as a result of the temporary construction works, but it is considered that pre-commencement conditions concerning noise and methods of construction will minimise this impact.

It is considered that the design of the proposed development is acceptable and there would be no unacceptable impacts on neighbouring amenity. Suitable levels of parking provision are proposed and there would be no adverse impact on highway safety. The proposal would also comply with the requirements of the Development Plan in terms of flooding, ecology, trees and the Habitats Regulations in relation to the TBHSPA, subject to a legal agreement or otherwise.

As such this application is recommended for approval subject to conditions, which are subject to agreement with the applicant and may be altered in advance of planning committee, who will be properly updated.

## **Recommendation**

That the Head of Place be authorised delegated authority to GRANT planning permission subject to the satisfactory completion of a Unilateral Legal Agreement to:

- Bind the development to the allocation of private Suitable Alternative Natural Greenspace (SANG) and to secure the Strategic Access Management and Monitoring (SAMM) financial contribution in respect of the Thames Basin Heaths Special Protection Area.
- To secure ~cat clause of NE to be added~
- The travel plan being complied with
- To agree the usage and ancillary nature of Café/Bistro

## **CONDITIONS**

1 The development hereby permitted shall be begun before the expiration of one year from the date of this permission.

REASON: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended) and to prioritise delivery of housing given the limited supply of SANG capacity, in accordance with policy NBE3 of the Hart Local Plan - Strategy & Sites 2032, saved policy NRM6 of the South East Plan and Thames Basin Heath Delivery Framework (2009).

2 The development hereby permitted shall be fully implemented in accordance with the following plans/documents (including any mitigation/enhancement recommended therein):

9-1 REVC 22MAR21 - Site Location Plan 00-3 REV J - PROPOSED GROUND FLOOR PLAN 004 REV K - PROPOSED FIRST FLOOR PLAN 005 REV K - PROPOSED SECOND FLOOR PLAN (27) 1 REV C PROPOSED ROOF PLAN 211 REV L - PROPOSED SOUTH EAST AND WEST ELEVATIONS 213 REV L - PROPOSED SOUTH WEST ELEVATIONS 21-2 REV I - PROPOSED NE AND NW ELEVATIONS 21-5 REV C - PROPOSED CARE UNITS ELEVATIONS 00-6 REV G - PROPOSED CARE BUNGALOW FLOOR PLANS 90-2 REV - PROPOSED BIN STORE 9-16 REV A - PROPOSED

ENTRANCE VEHICLE TRACKING - VISION LINE 27JAN22 9-7 REV B - PROPOSED  
ENTRANCE VEHICLE TRACKING - LARGE REFUSE 27JAN22 9-8 REV A - PROPOSED  
ENTRANCE VEHICLE TRACKING - EMERGENCY VEHICLE (AMBULANCE) 9-9 REV A -  
PROPOSED ENTRANCE VEHICLE TRACKING - EMERGENCY VEHICLE (FIRE)

Transport Statement PN. 69039 (Feb 2021) Transport Technical Note PN. 69039 (June 2021) Sustainability Statement Report (JNH/20-039) PLANNING STATEMENT LETTER (7th June 2021) BAT EMERGENCE REPORT (September 2021) UPDATED PRELIMINARY ECOLOGICAL APPRAISAL REPORT (September 2021) TREE PROTECTION PLAN 19295-3 ARBORICULTURAL ASSESSMENT - METHOD STATEMENT 19295-AA2-PB (January 2021) DRAINAGE ASSESSMENT AND FLOOD RISK STATEMENT - (November 2021) DRAINAGE ASSESSMENT AND FRA 1 THROUGH 5 (Uploaded 03/03/2021)

REASON: To ensure that the development is carried out in accordance with the approved details and in the interest of proper planning.

3 In order to mitigate the adverse effects upon the Thames Basin Heath Special Protection Area and make the development acceptable in respect of compliance with the Development Plan, the following mitigation measures are required for the care home:

- The use of the property is to be restricted to C2 nursing care home.
- The care home shall not be occupied other than by persons of limited mobility who require full time nursing care and/or those who require high dependency dementia care. Persons of limited mobility shall be defined as persons whose physical condition prevents the walking beyond 400m. Such a physical condition shall first be verified by the Care Home Operator by means of referral from a General Practitioner prior to the occupation of the Care Home by any potential resident.
- No residential staff accommodation will be provided on site and rooms will be for single occupancy.
- Car parking will be restricted exclusively to staff and visitors.

Reason: To protect the special qualities of the Thames Basin Heath Special Protection Area through appropriate mitigation by controlling the use and occupiers of the care home and to comply with policy NBE3 of the Hart Local Plan - Strategy & Sites 2032, saved policy NRM6 of the South East Plan and Thames Basin Heath Delivery Framework (2009).

4 Prior to the commencement of construction activity including site clearance, demolition or ground-works, a Construction Environment Management Plan (CEMP) shall be submitted to the Local Planning Authority for approval. The CEMP shall detail the significant risks posed to amenity from the emission of noise, vibration, light and dust and set out the mitigation measures to be employed to control such emissions and mitigate the effects of such emissions on neighbouring land uses. The CEMP shall include the following detail:

- a. Arrangements for the parking of vehicles for site operatives and visitors.
- b. Arrangements and locations used for loading, unloading of plant and materials to and from site.
- c. The arrangements for the erection and maintenance of hoarding to the site boundary.
- d. Mitigation measures to be used for the control of dust emission.
- e. Mitigation measures to be used to prevent illumination of neighbouring land or glare to neighbouring occupiers
- f. Arrangements for the control of noise and vibration emission. This shall include a specific method of work including noise mitigation to be employed for the carrying out of (piling operations).

- g. Arrangements for keeping public roads and access routes free from dirt and dust.
- h. A scheme for the storage and disposal of waste, providing maximum recycling opportunity.
- i. Monitoring arrangements for assessing the emission of noise, vibration and dust and assessing the adequacy of any mitigation measures.
- j. Arrangements for community liaison, notification and complaint handling. Unless otherwise agreed by the Local Planning Authority, construction activity shall only take place in accordance with the approved CEMP.

Reason: To protect the amenities of the area and neighbouring properties, and to Policy NBE11 of the Hart Local Plan - Strategy & Sites 2032 and saved Policy GEN1 of the Hart Local Plan 2006.

5 Before the development hereby approved is commenced, a landscape masterplan and landscape management plan, including a maintenance schedule and a written undertaking including proposals for the long-term management of landscape areas has been submitted to and approved in writing by the Local Planning Authority. The subsequent maintenance shall be implemented in accordance with the approved details. The buildings hereby approved shall not be occupied until such strategy is fully implemented as approved.

Any trees or plants which, within a period of five years after approved completion, are removed, die or become, in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of similar species, size and number as originally approved.

Reason: To ensure the provision of amenity afforded by appropriate landscaping and to ensure high quality design within a conservation area in and to satisfy Policy NBE2, NBE8, NBE9 of the Hart Local Plan - Strategy & Sites 2032 and saved policies GEN1 and CON8 of the Hart Local Plan 2006, and the National Planning Policy Framework (2021)

6 Before the development hereby approved is commenced, details of the boundary treatment for the site shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully completed before the development hereby permitted is first occupied.

Reason: In the interests of amenity and in order to preserve the appearance of the locality, to satisfy Policy NBE9 of the Hart Local Plan - Strategy & Sites 2032 and saved Policy GEN1 of the Hart Local Plan 2006.

7 Before the development hereby approved is commenced, a scheme of ecological mitigation measures as set out in the PEA Ecological Impact Assessment but not limited to the provision of bird boxes shall be submitted to and agreed in writing by the Local Planning Authority. The mitigation measures shall be implemented in accordance with the approved details.

Reason: To avoid unnecessary harm to the local ecology, to satisfy Policy NBE4 of the Hart Local Plan - Strategy & Sites 2032 and to achieve net biodiversity gain.

8 No development shall take place until an arboricultural method statement or construction method statement that outlines any new service runs and connections into the site and how they will be installed using trenchless technology such as thrust bore, to ensure retained trees and their roots are not damaged, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure existing trees adjoining the site are not damaged, in the interest of the visual amenity and setting of the area in accordance with policy NBE2 of the adopted Hart Local Plan - Strategy & Sites 2032, saved policies GEN1 and CON8 of the Hart District Local Plan (Replacement) 1996-2006, and the NPPF 2019.

9 Before the development hereby approved is commenced, a scheme of sustainability measures such as those set out in the Sustainability Statement Report (JNH/20-039) shall be submitted to and agreed in writing by the Local Planning Authority. The measures shall be implemented in accordance with the approved details.

Reason: In order to encourage sustainable construction, a low carbon economy and to address the impacts of climate change and to satisfy Policy NBE10 of the Hart Local Plan - Strategy & Sites 2032 and the National Planning Policy Framework (2021).

10 Prior to the commencement of development, a scheme for management of waste, waste storage and waste removal within the premises should be submitted to the local planning authority for approval. The approved scheme shall be implemented prior to first occupation and thereafter maintained.

Reason: To protect the amenities of the area and neighbouring properties, to ensure proper disposal of waste, and to satisfy Policy NBE11 of the Hart Local Plan - Strategy & Sites 2032 and saved Policy GEN1 of the Hart Local Plan 2006.

11 Prior to the commencement of development, a scheme for the extraction and treatment of fumes and odours generated from cooking undertaken on the premises should be submitted to the local planning authority for approval. The approved scheme shall be implemented prior to first occupation and thereafter maintained.

Reason: To protect the amenities of the area and neighbouring properties, and to satisfy Policy NBE11 of the Hart Local Plan - Strategy & Sites 2032 and saved Policy GEN1 of the Hart Local Plan 2006.

12 No development shall take place until details of any external lighting, including hours of operation, have been submitted to and approved in writing by the Local Planning Authority. The equipment shall only be installed, operated and maintained in accordance with the approved scheme.

Reason To protect the amenities of the area and to satisfy Policy NBE11 of the Hart Local Plan - Strategy & Sites 2032, saved Policy GEN1 of the Hart Local Plan 2006 and Hartley Wintney Neighbourhood Plan Policy 6.

13 Prior to the commencement of construction, a scheme for protecting future occupants from traffic noise shall be submitted to the Local Planning Authority for approval. The scheme shall include provision of sufficient sound insulation and a suitable system of ventilation so as to ensure internal sound levels within all habitable rooms do not exceed:

- a. 35dB LAeq,16hours (07:00-23:00) within bedrooms and communal lounges; and
- b. 30dB LAeq,8hours (23:00-07:00) within bedrooms; and
- c. a level of 45dB LA[F]max on more than 10 occasions during a typical night (23:00-07:00) within bedrooms.

Where these internal sound levels cannot be achieved with open windows, an alternative ventilation system shall be provided sufficient to provide adequate ventilation, prevent summer overheating and deliver acceptable internal acoustic conditions whilst in operation.

The approved scheme shall be implemented prior to the first residential occupation of the buildings and thereafter shall be maintained.

Reason: To protect the amenities of the area and neighbouring properties, and to satisfy Policy NBE11 of the Hart Local Plan - Strategy & Sites 2032 and saved Policy GEN1 of the Hart Local Plan 2006.

14 No above ground construction shall take place until details and samples of all external surface materials, including bricks, roof tiles, rainwater goods, windows and doors have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with approved details.

All works shall be undertaken in accordance with the approved details.

Reason: In the interest of achieving high quality design within a conservation area, in accordance with Policy NBE8, NBE9 of the Hart Local Plan (Strategy & Sites) 2032 and the National Planning Policy Framework (2021)

15 Notwithstanding the submitted information, prior to their installation, large scale details and samples of windows, doors, rooflights and details of the roof proposed shall be submitted to, and approved in writing by, the Local Planning Authority. All works shall be undertaken in accordance with the approved details.

Reason: In the interest of achieving high quality design within a conservation area, in accordance with Policy NBE8, NBE9 of the Hart Local Plan (Strategy & Sites) 2032 and the National Planning Policy Framework (2021)

16 Prior to the installation of any fixed plant or equipment an acoustic design shall be submitted to the Local Planning Authority for approval, setting out the proposed plant and noise mitigation measures to be implemented to protect the amenity of neighbouring properties.

Reason: To protect the amenities of the area and neighbouring properties, and to satisfy Policy NBE11 of the Hart Local Plan - Strategy & Sites 2032 and saved Policy GEN1 of the Hart Local Plan 2006.

17 Prior to first occupation of the development hereby permitted a final Travel Plan shall be submitted to and approved in writing by the Local Planning Authority and its recommendations fully implemented thereafter. Any amendments to the Travel Plan shall be agreed in writing beforehand by the Local Planning Authority

Reason: To secure sustainable modes of transport in accordance with Policy INF3 of the Hart Local Plan - Strategy & Sites 2032.

18 Details for the long-term maintenance arrangements for the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings. The submitted details shall include:

- a. Maintenance schedules for each drainage feature type and ownership.
- b. Details of protection measures.

Reason: In the interest of ensuring the longevity of flood risk and drainage mitigation and management systems and to satisfy Policy NBE5 of the Hart Local Plan - Strategy & Sites 2032.

19 The drainage system shall be constructed in accordance with the Drainage Assessment and Flood Risk Statement ref: CRM.1741.001.HY.R.002.E. Any changes to the approved documentation must be submitted to and approved in writing by Local Planning Authority and Lead Local Flood Authority.

Any revised details submitted for approval must include a technical summary highlighting any changes, updated detailed drainage drawings and detailed drainage calculations.

Reason: In the interest of managing matters of flood risk and drainage properly and to satisfy Policy NBE5 of the Hart Local Plan - Strategy & Sites 2032.

20 The details and measures outlined within Arboricultural Method Statement reference 19295-AA2-PB and the Tree Protection Plan reference 19295-3 produced by Barrell Tree Consultancy (dated 27/01/21) shall be carried out in their entirety.

Existing trees along to the boundaries of the site shall not be lopped or felled and the ground within the root protection areas of these trees shall not be altered or otherwise affected in any way. Trees, hedgerows and groups of mature shrubs adjacent/close to the site shall be retained and protected in accordance with British Standard 5837:2012 'Trees in Relation To Construction Recommendations' (or any subsequent revision) and shall be maintained at all times, until the completion of all building operations on the site.

Reason: To ensure existing trees adjoining the site are not damaged, in the interest of the visual amenity and setting of the area in accordance with policy NBE2 of the adopted Hart Local Plan - Strategy & Sites 2032, saved policies GEN1 and CON8 of the Hart District Local Plan (Replacement) 1996-2006, and the NPPF 2019.

21 No construction or demolition activity shall be carried out and no construction related deliveries shall occur, taken at or dispatched from the site except between the hours of 7:30 hours and 18:00 hours on Monday to Friday and 08:00 hours and 13:00 hours on Saturday except in the case of Bank or Public Holidays when no such activities or deliveries shall take place. No such activities or deliveries shall take place on Sundays.

Reason: To protect the amenities of the area and neighbouring properties, and to satisfy Policy NBE11 of the Hart Local Plan - Strategy & Sites 2032 and saved Policy GEN1 of the Hart Local Plan 2006.

22 Should any land contamination or unexpected ground conditions be identified during the course of development then ground works shall cease, and the Environmental Health Department shall be notified so that any required remediation can be approved in writing before implementation.

Reason: In the interest of avoiding environmental damage due to unanticipated Land Contamination.

23 Deliveries to the site shall only take place between the hours of 08:00 and 20:00 hours. All deliveries shall be loaded / unloaded before 20:30 hours.

Reason: To protect neighbour amenity and to satisfy policy NBE11 of the Hart Local Plan – Strategy & Sites 2032 and saved Policy GEN1 of the Hart Local Plan 2006.

24 The 'Bistro/Café' area denoted on the approved plans, shall not operate outside of the hours of 0800hrs-1800hrs Monday to Saturday and 0800hrs-1700hrs Sundays/Bank

holidays and be made available to the residents of the care home and visitors to the residents only.

Reason: In the interests of neighbouring amenity in accordance with adopted policy NBE11 of the Hart Local Plan (Strategy & Sites) 2032 and saved policies GEN1 and GEN6 of the Hart District Council Local Plan (Replacement) 1996 - 2006 and the NPPF.

25 The approved cycle storage facilities shall not be used for any purpose other than the storage of cycles. The approved parking facilities for vehicles shall not be used for any purpose other than the parking of motorised vehicles and access shall be maintained at all times to allow them to be used as such. Both parking and cycling facilities will be retained in their approved state.

Reason: To ensure that the development is provided with adequate parking and cycle storage, to prevent the likelihood of on-street car parking and to satisfy Policy INF3 of the Hart Local Plan - Strategy & Sites 2032 and saved policy GEN1 of the Hart Local Plan 2006.

## INFORMATIVES

1 The applicant is advised that under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017, bats are a protected species, and it is illegal to intentionally or recklessly damage, disturb or destroy a bat or its habitat. If any evidence of bats is found on site, Natural England must be informed and a licence for development obtained from them prior to works continuing. For further information go to [www.naturalengland.org.uk](http://www.naturalengland.org.uk)

2 Hart District Council has declared a Climate Emergency. This recognises the need to take urgent action to reduce both the emissions of the Council's own activities as a service provider but also those of the wider district. The applicant is encouraged to explore all opportunities for implementing the development approved by this permission in a way that minimises impact on climate change.

3 The Council works positively and proactively on development proposals to deliver sustainable development in accordance with the NPPF. In this instance:

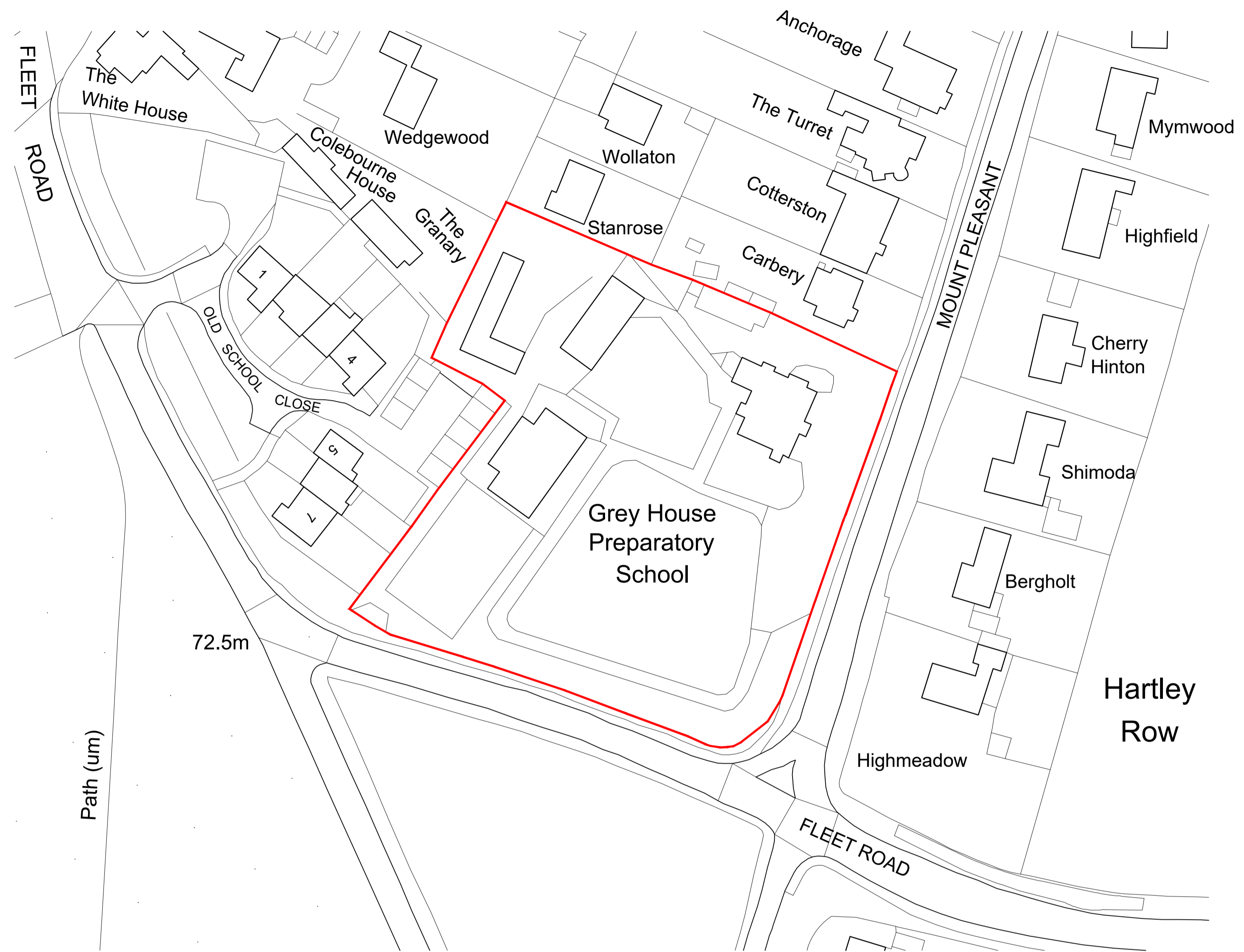
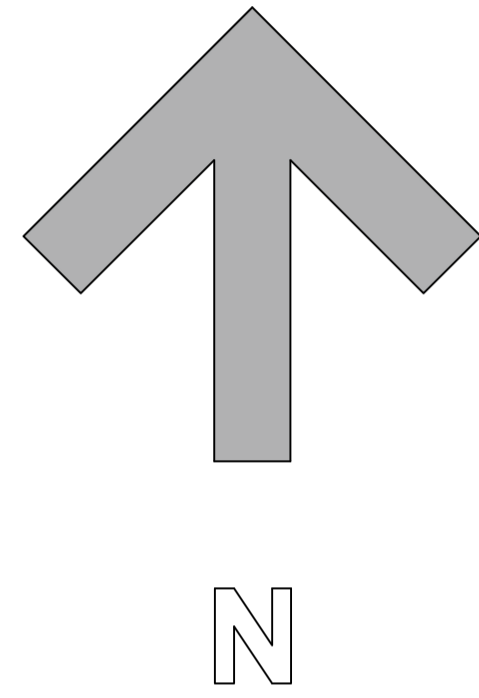
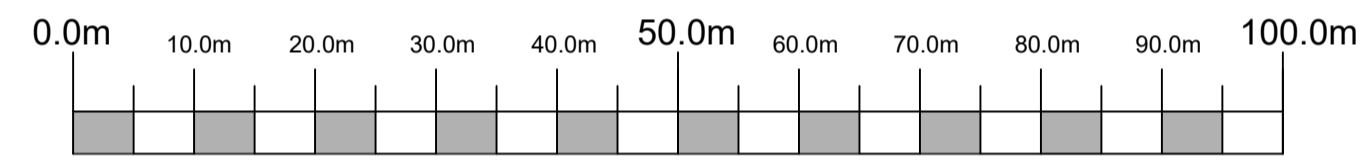
The applicant was advised of the necessary information needed to process the application and once received, the application was acceptable and no further engagement with the applicant was required.

4 The applicant is advised to make sure that the works hereby approved are carried out with due care and consideration to the amenities of adjacent properties and users of any nearby public highway or other rights of way. It is good practice to ensure that works audible at the boundary of the site are limited to be carried out between 8am and 6pm Monday to Friday, 8am and 12 noon on Saturdays with no working on Sunday and Bank Holidays. The storage of materials and parking of operative's vehicles should be normally arranged on site.









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Rev	Date	Revision Description	Drawn By	Approved By
C	22/03/21	Redline boundary has been adjusted	JB	JB
B	19/03/21	Redline boundary has been adjusted	JB	JB
A	17/03/21	Redline boundary has been adjusted	JB	JB
-	03/02/20	Original Drawing	JB	JB

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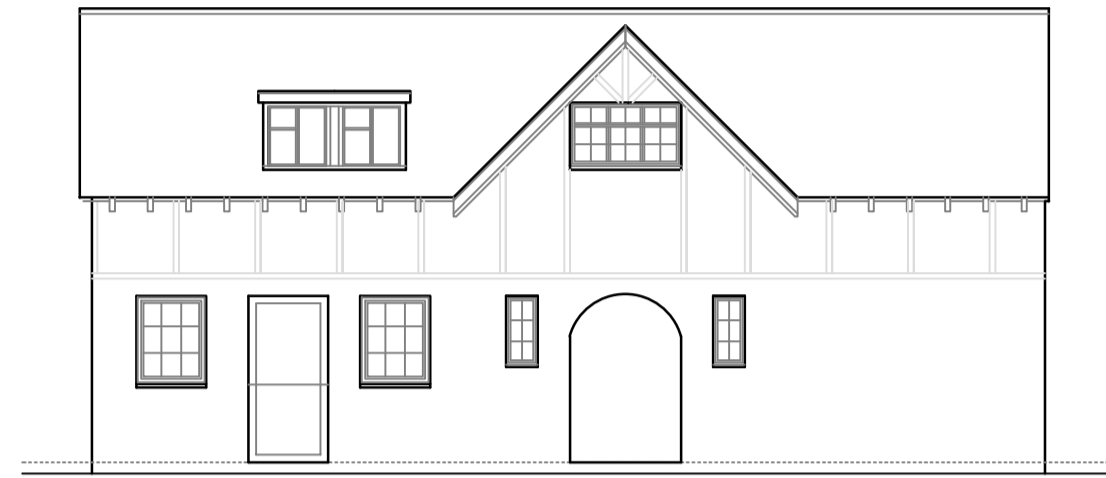
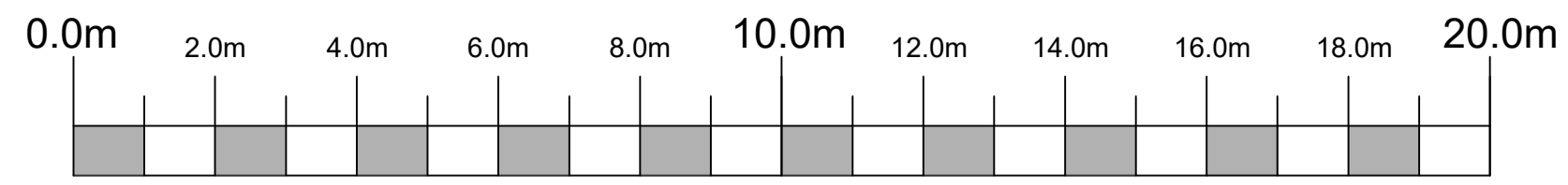
Project Information  
**Proposed Care Development  
 The Grey House Preparatory School, Hartley Wintney**

Drawing Title  
**Existing Site Location Plan**

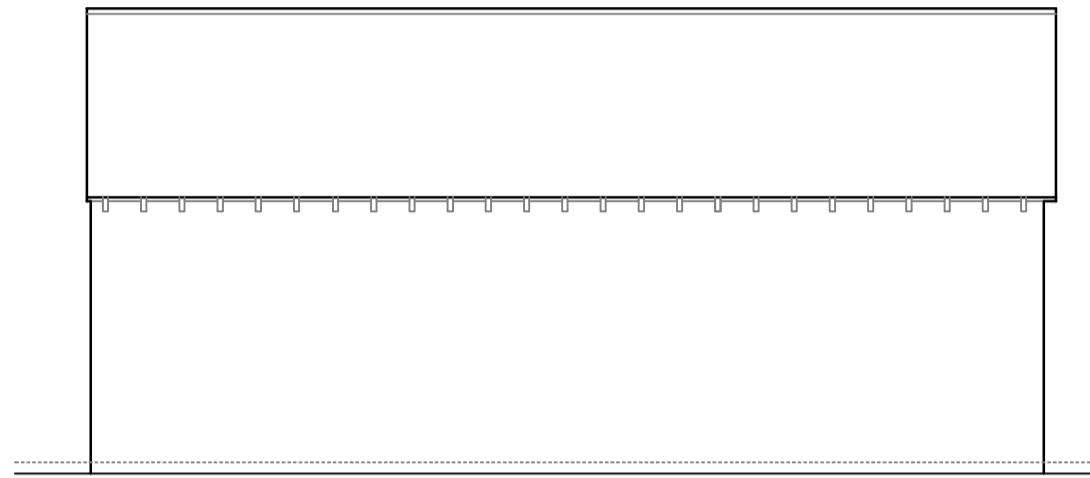
A1 Scale: A3 Scale: **1:1250**

Job Number: **H.19.12** Drawing Number: **(9-) 1** Revision: **C**

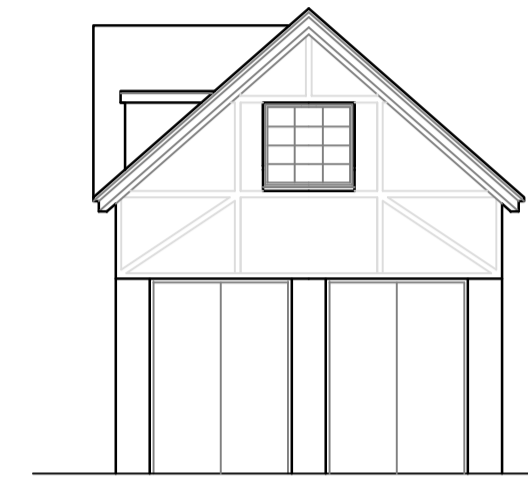
Drawing Issue: **PLANNING**



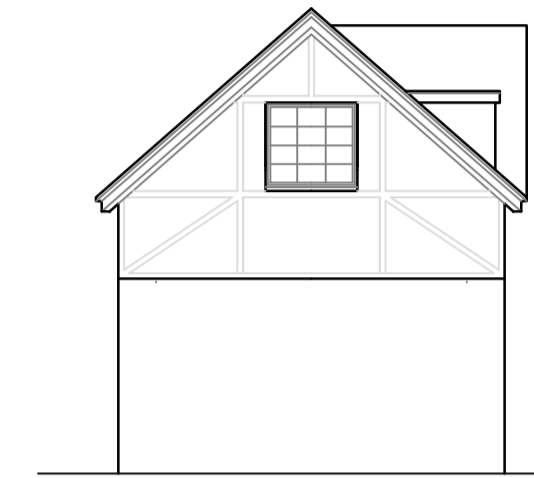
SOUTH WEST ELEVATION



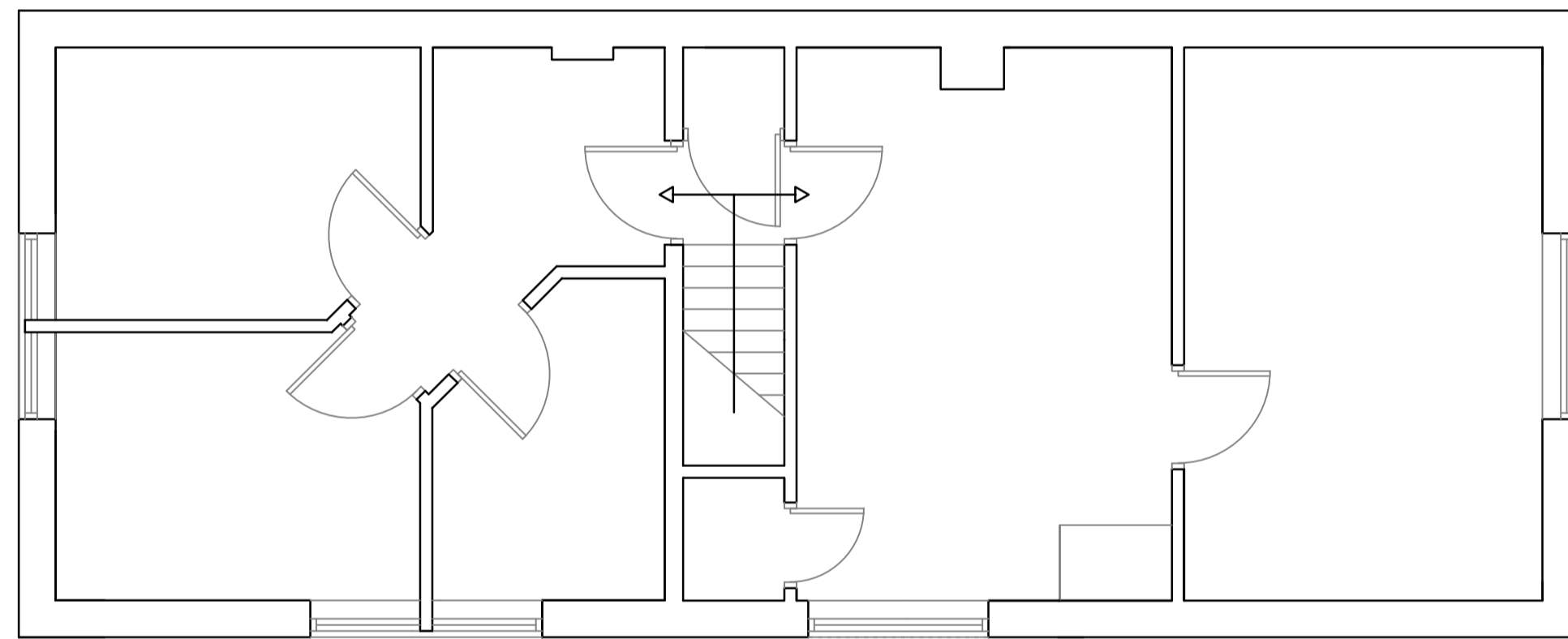
NORTH EAST ELEVATION



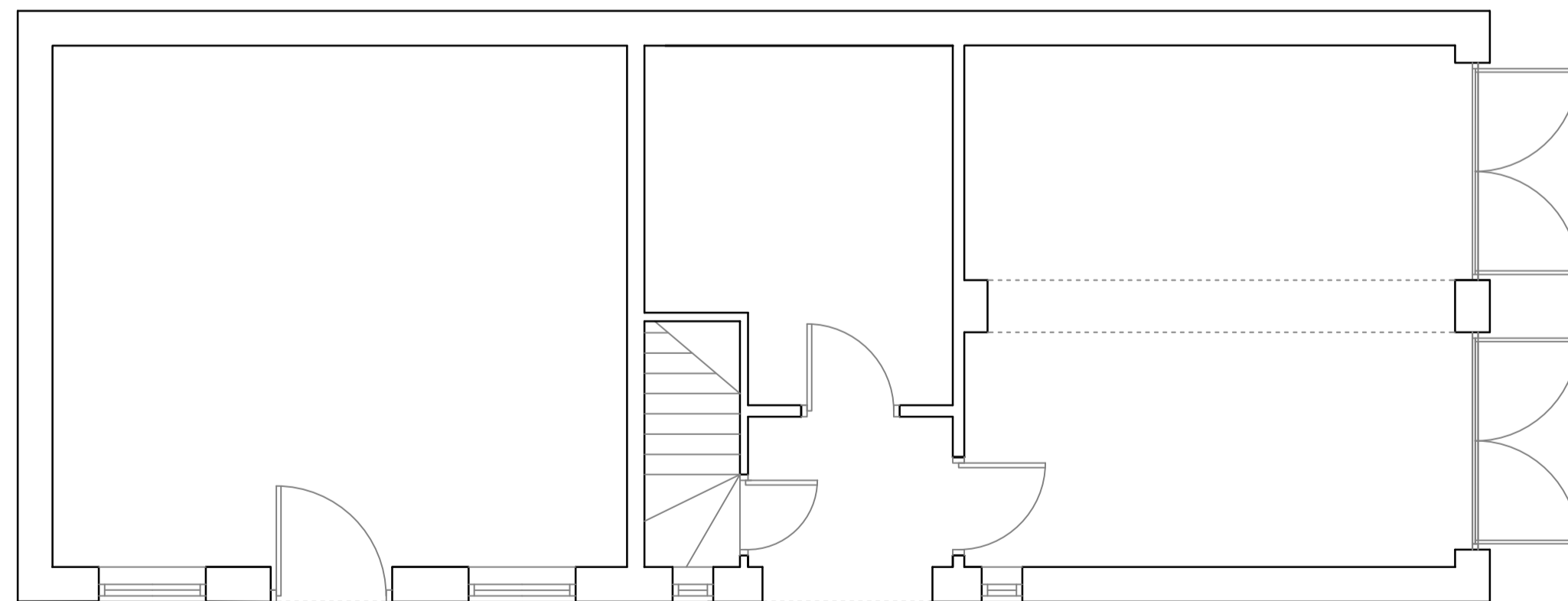
SOUTH EAST ELEVATION



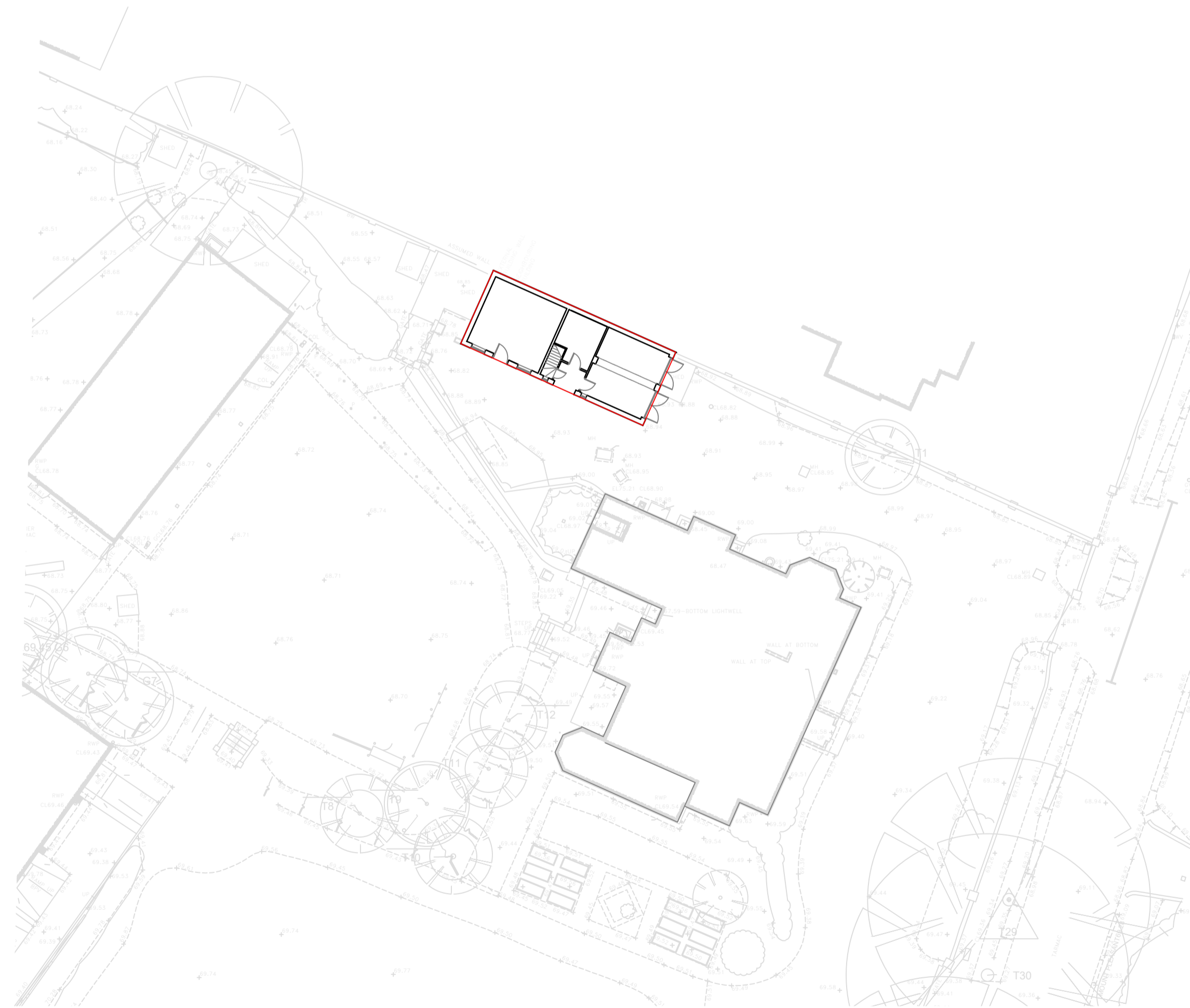
NORTH WEST ELEVATION




FIRST FLOOR PLAN

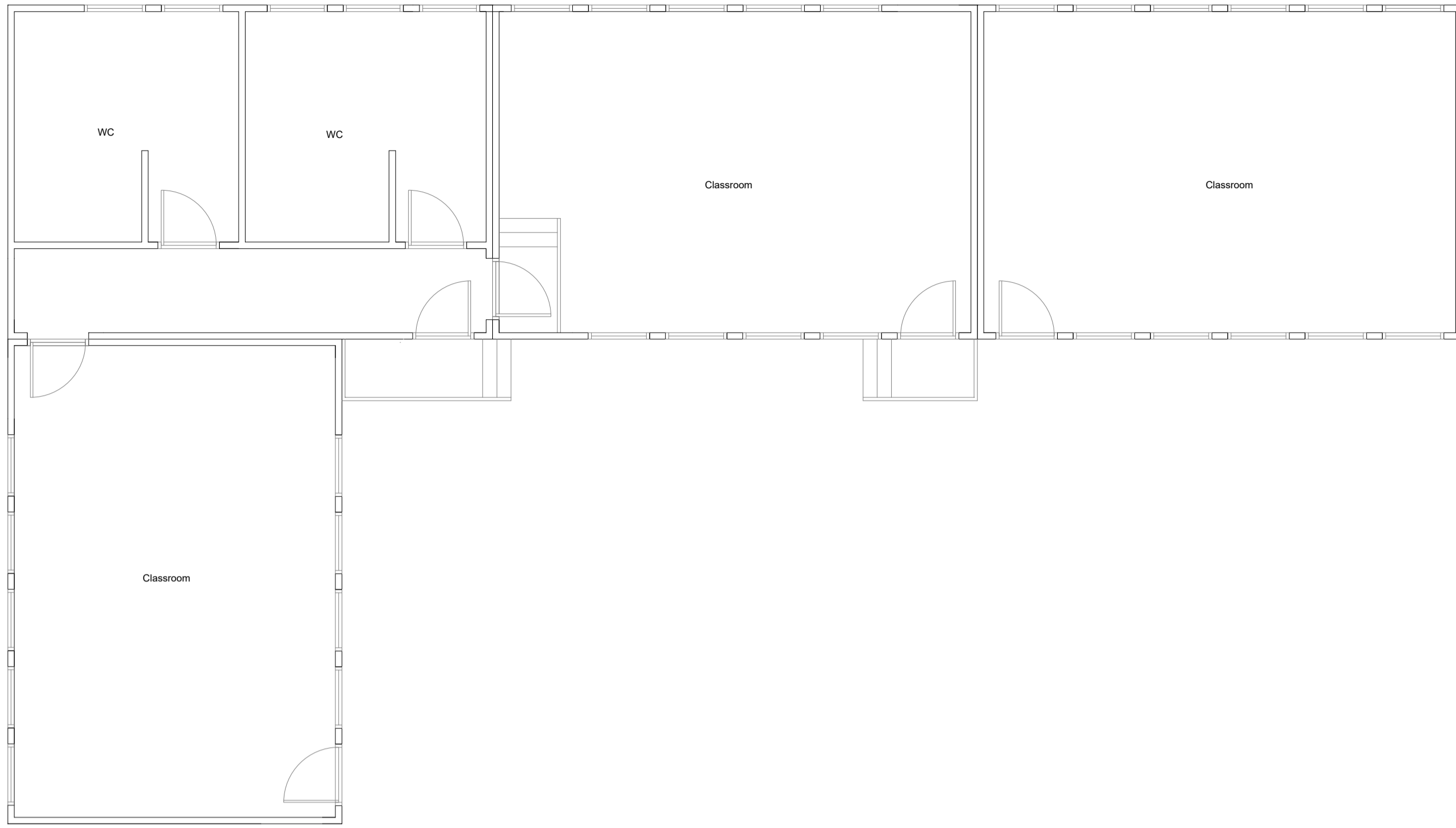


GROUND FLOOR PLAN

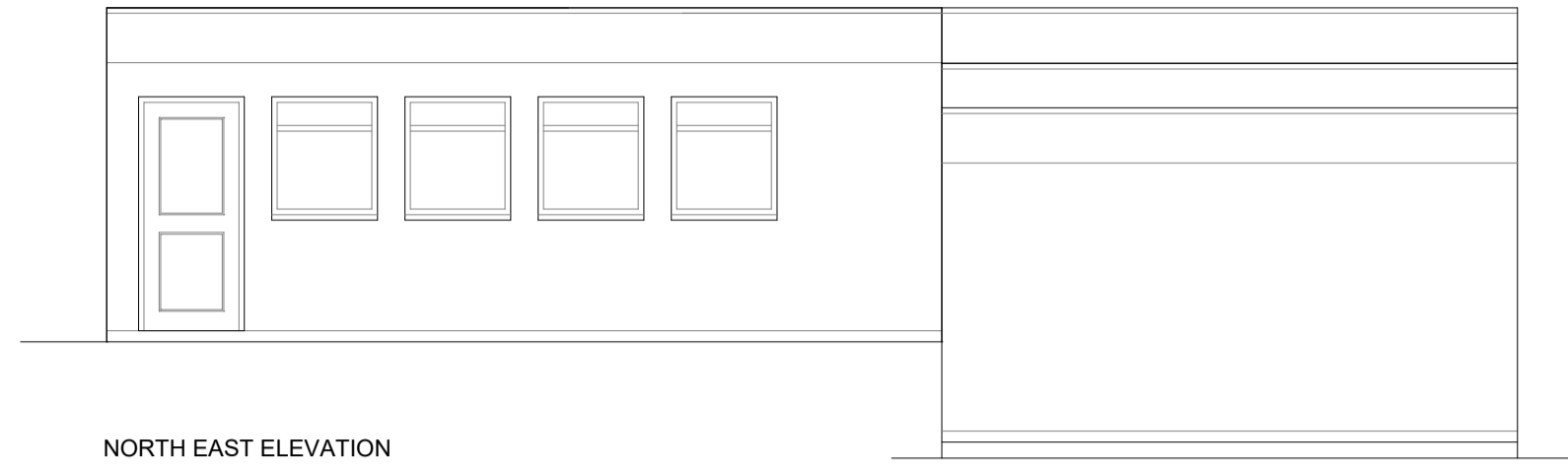


SITE PLAN 1:250

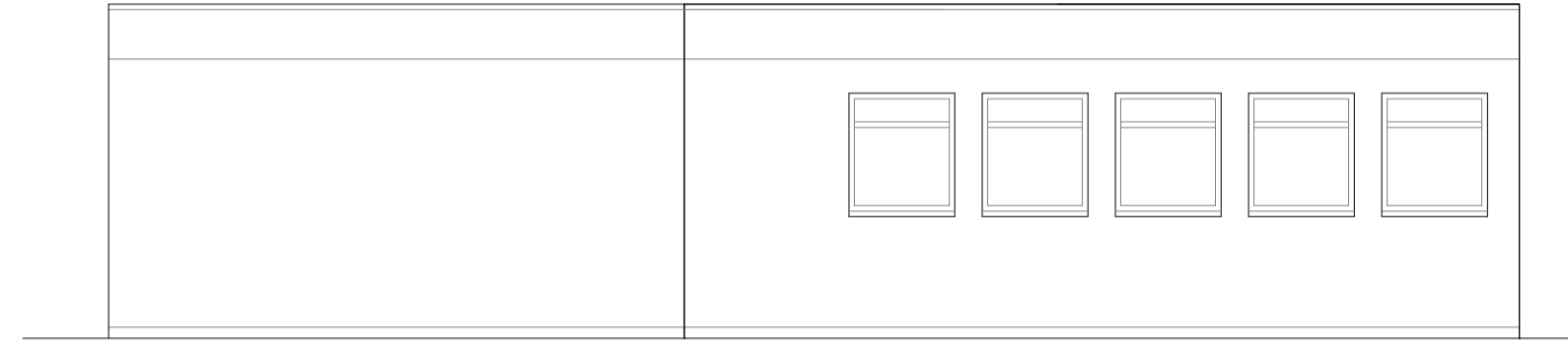
A	13/03/20	Scale Bar added	JB	JB
-	03/01/20	Original Drawing	JB	JB
Rev	Date	Revision Description	Drawn By	Approved By
 6 Pioneer Court, Darlington, DL1 4WD t: 01325 464 111 e: studio@adgarchitects.co.uk w: www.adgarchitects.co.uk				
Client				
The Halebourne Group				
Project Information				
Proposed Care Development The Grey House Preparatory School, Hartley Wintney				
Drawing Title				
Existing build plans and elevations Garage / workshop				
A1 Scale		A3 Scale		
1:100		1:200		
Job Number	Drawing Number	Revision		
H.19.12	00-8	A		
Drawing Issue				
PLANNING				



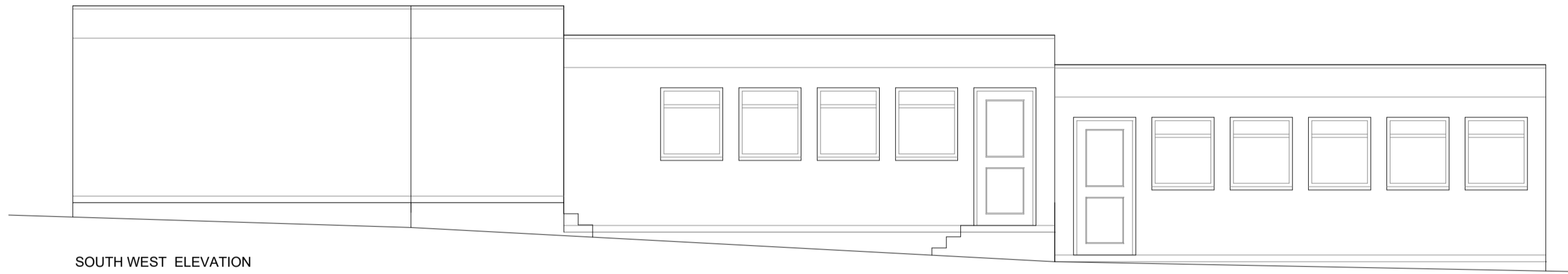
GROUND FLOOR PLAN



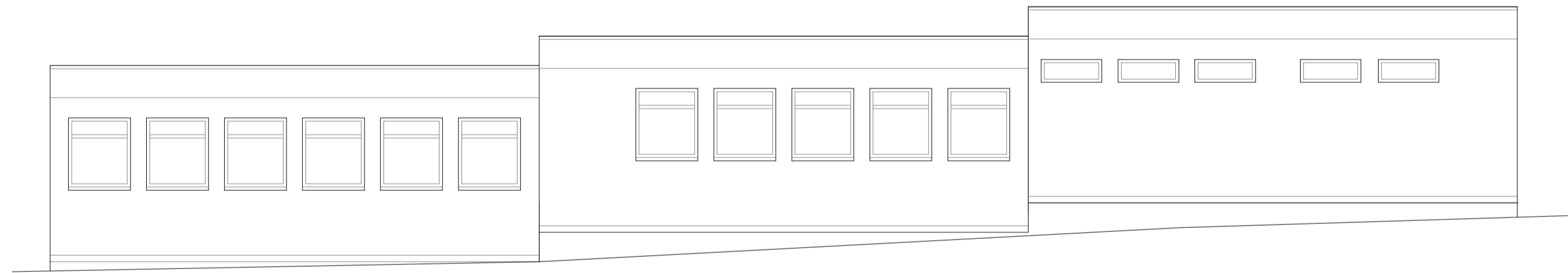
NORTH EAST ELEVATION




SOUTH EAST ELEVATION

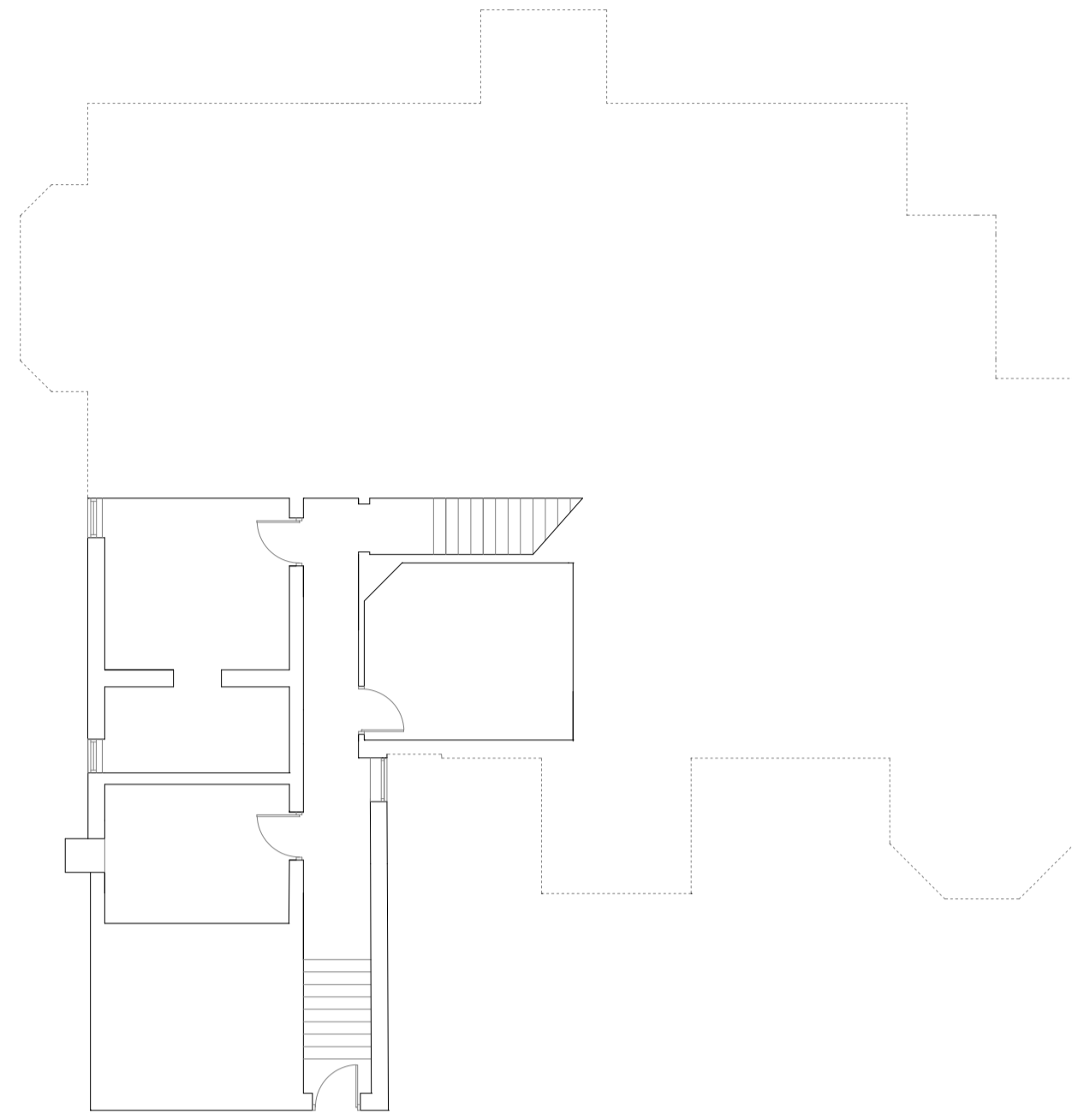


SOUTH WEST ELEVATION

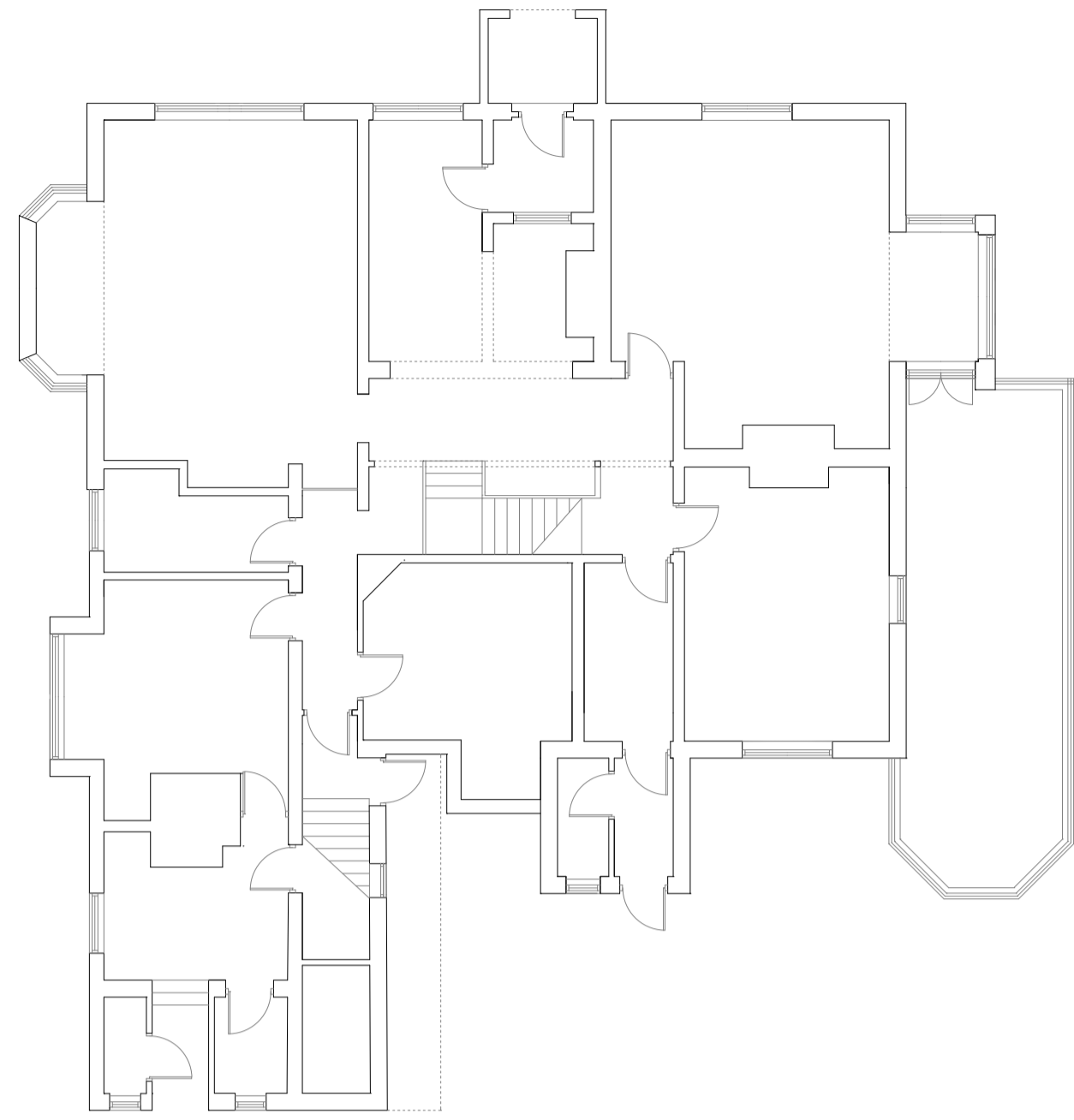


NORTH WEST ELEVATION

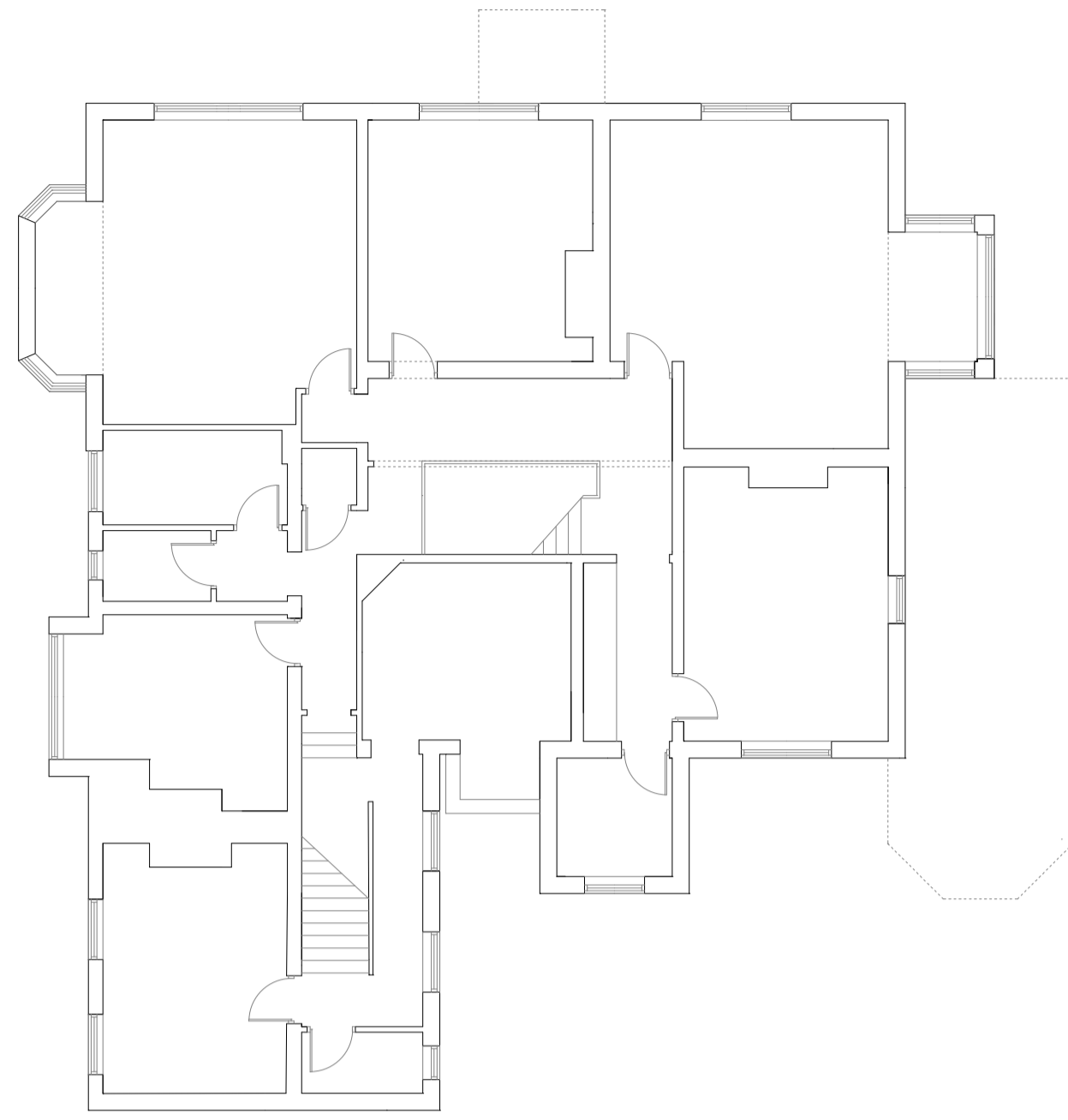
a	12/03/21	Drawing has been updated.	CM	JB
-	03/01/20	Original Drawing	JB	JB
Rev	Date	Revision Description	Drawn By	Approved By
 <small>6 Pioneer Court, Darlington, DL14 4WD  t: 01325 664 111  e: studio@aigarchitects.co.uk  w: www.aigarchitects.co.uk</small>				
Client				
The Halebourne Group				
Project Information				
Proposed Care Development				
The Grey House Preparatory School, Hartley Wintney				
Drawing Title				
Existing build plans and elevations				
School Building				
A1 Scale		A3 Scale		
1:100				
Job Number	Drawing Number	Revision		
H.19.12	00-9	A		
Drawing Issue				
PLANNING				



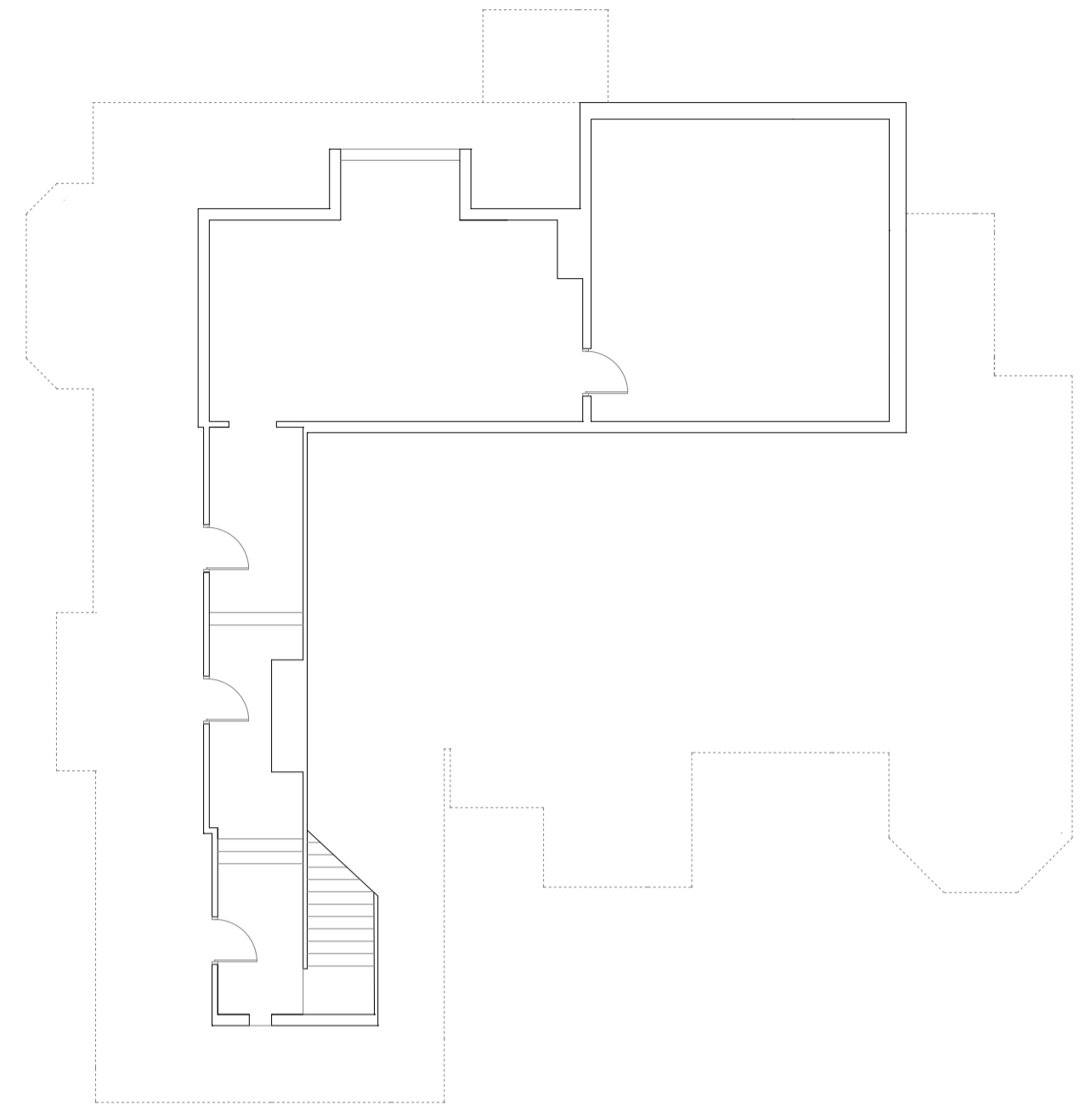
BASEMENT PLAN



GROUND FLOOR PLAN



FIRST FLOOR PLAN



ATTIC FLOOR PLAN



NORTH WEST ELEVATION



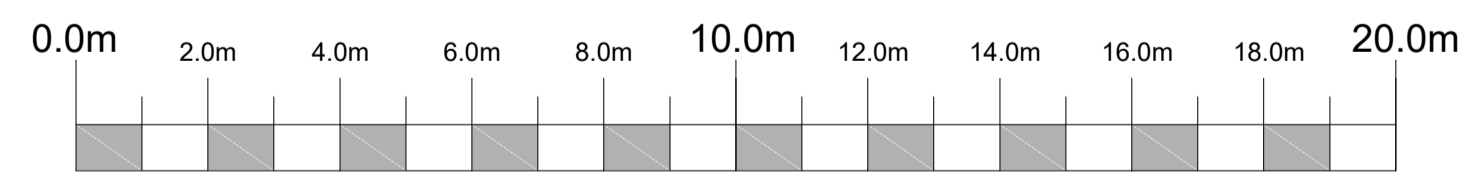
SOUTH EAST ELEVATION



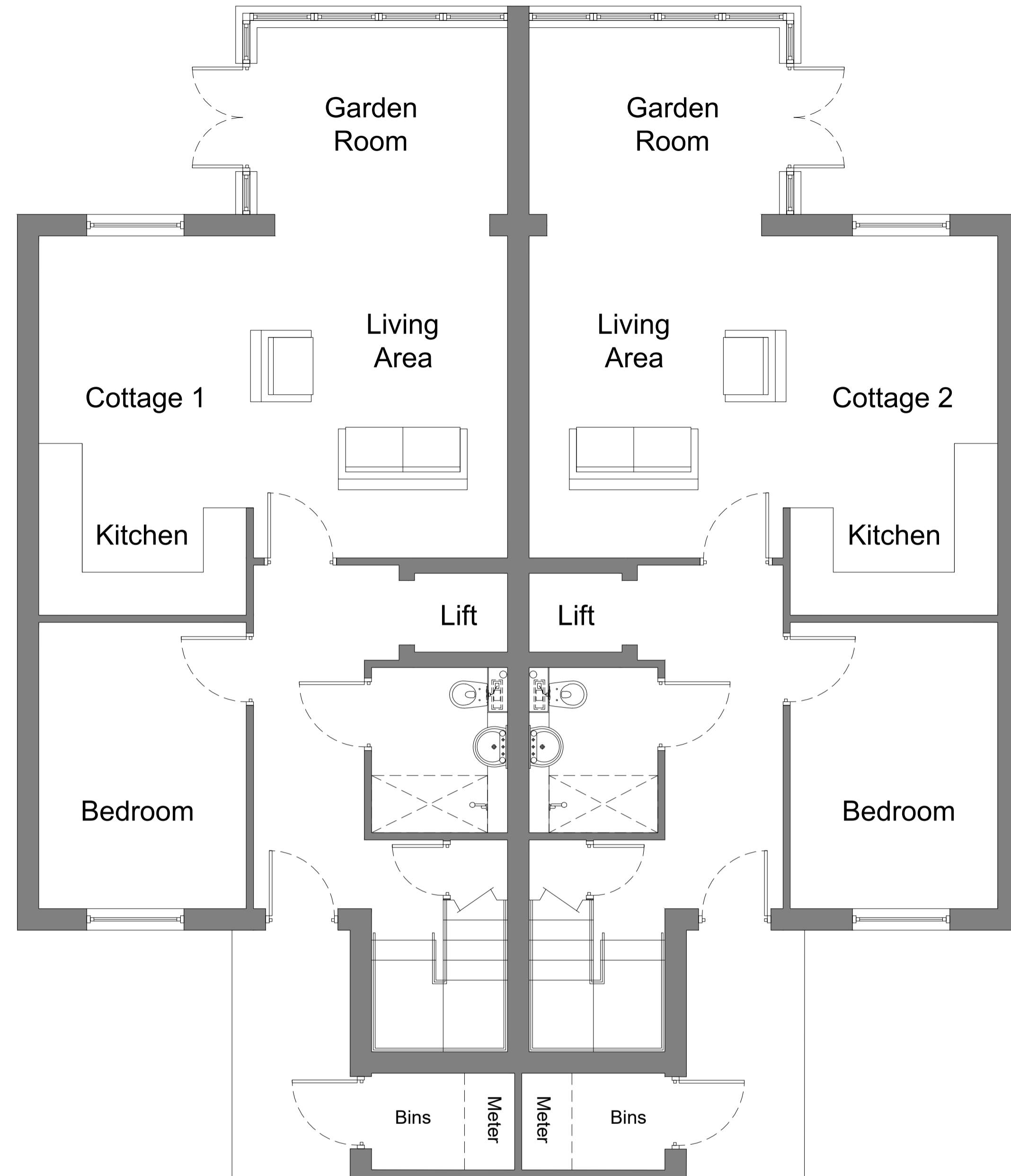
NORTH EAST ELEVATION



SOUTH WEST ELEVATION

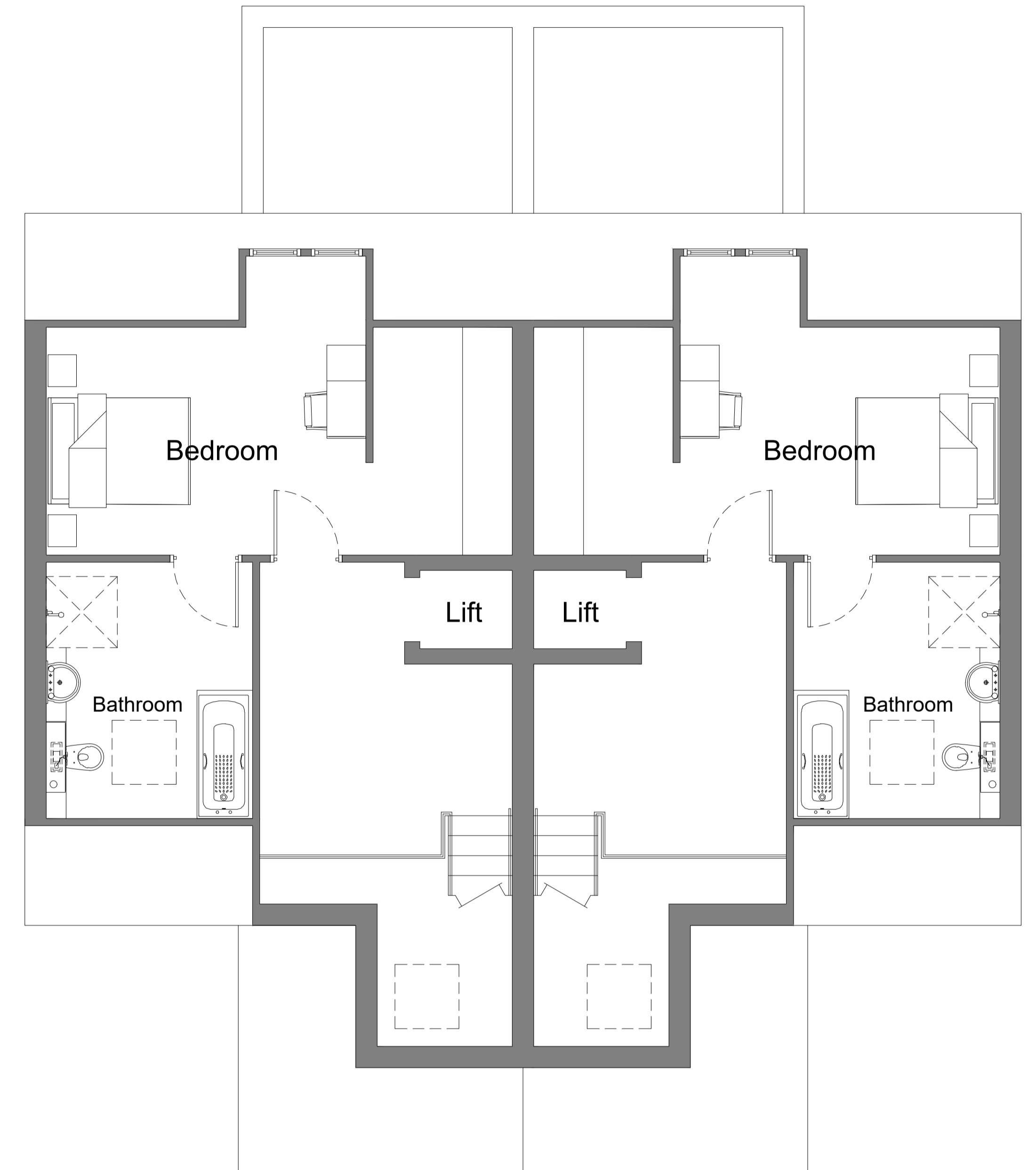
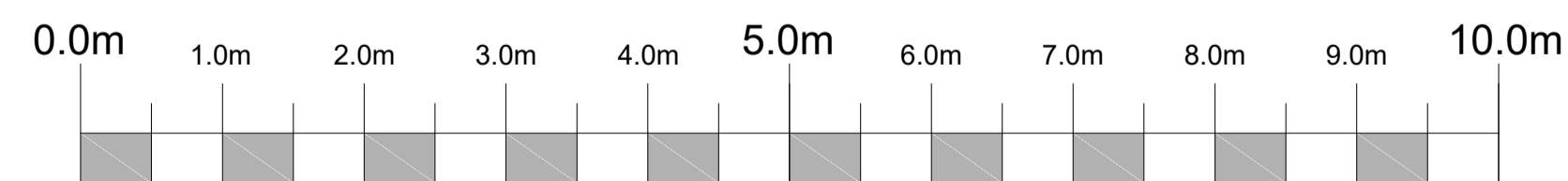


B	12/03/21	Drawing has been updated.	CM	JB
A	13/03/20	Scale Bar added	JB	JB
-	03/01/20	Original Drawing	JB	JB
Rev	Date	Revision Description	Drawn By	Approved By
 8 Pioneer Court, Darlington, DL1 4WD t: 01325 464 111 e: studio@adgarchitects.co.uk w: www.adgarchitects.co.uk				
Client				
The Halebourne Group				
Project Information				
Proposed Care Development The Grey House Preparatory School, Hartley Wintney				
Drawing Title				
Existing build plans and elevations School Building				
A1 Scale		A3 Scale		
1:100		1:200		
Job Number	Drawing Number	Revision		
H.19.12	00-9	B		
Drawing Issue				
PLANNING				
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### Proposed Ground Floor Plan

Total Floor Area - 75.6m<sup>2</sup>



### Proposed First Floor Plan

Total Floor Area - 46.7m<sup>2</sup>

Rev	Date	Revision Description	Drawn By	Approved By
G	15/02/21	Layout has been revised to suit the clients comments	CM	JB
F	11/12/20	Layout has been revised to suit the clients comments	JB	JB
E	10/12/20	Layout has been revised to suit the clients comments	JB	JB
D	07/12/20	Layout has been revised to suit the elevations	JB	JB
C	25/10/20	Window has been omitted adjacent to the staircase	JB	JB
B	21/10/20	Window has been omitted adjacent to the staircase	JB	JB
A	19/10/20	Layout has been revised to accommodate the clients comments	JB	JB
-	14/10/20	Original Drawing	JB	JB



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Project Information  
**Proposed Care Development**  
**The Grey House Preparatory School, Hartley Wintney**

Drawing Title  
**Proposed Care Bungalow Floor Plans**  
**4 No. Bungalows on Development**

A1 Scale	1:50	A3 Scale	1:100
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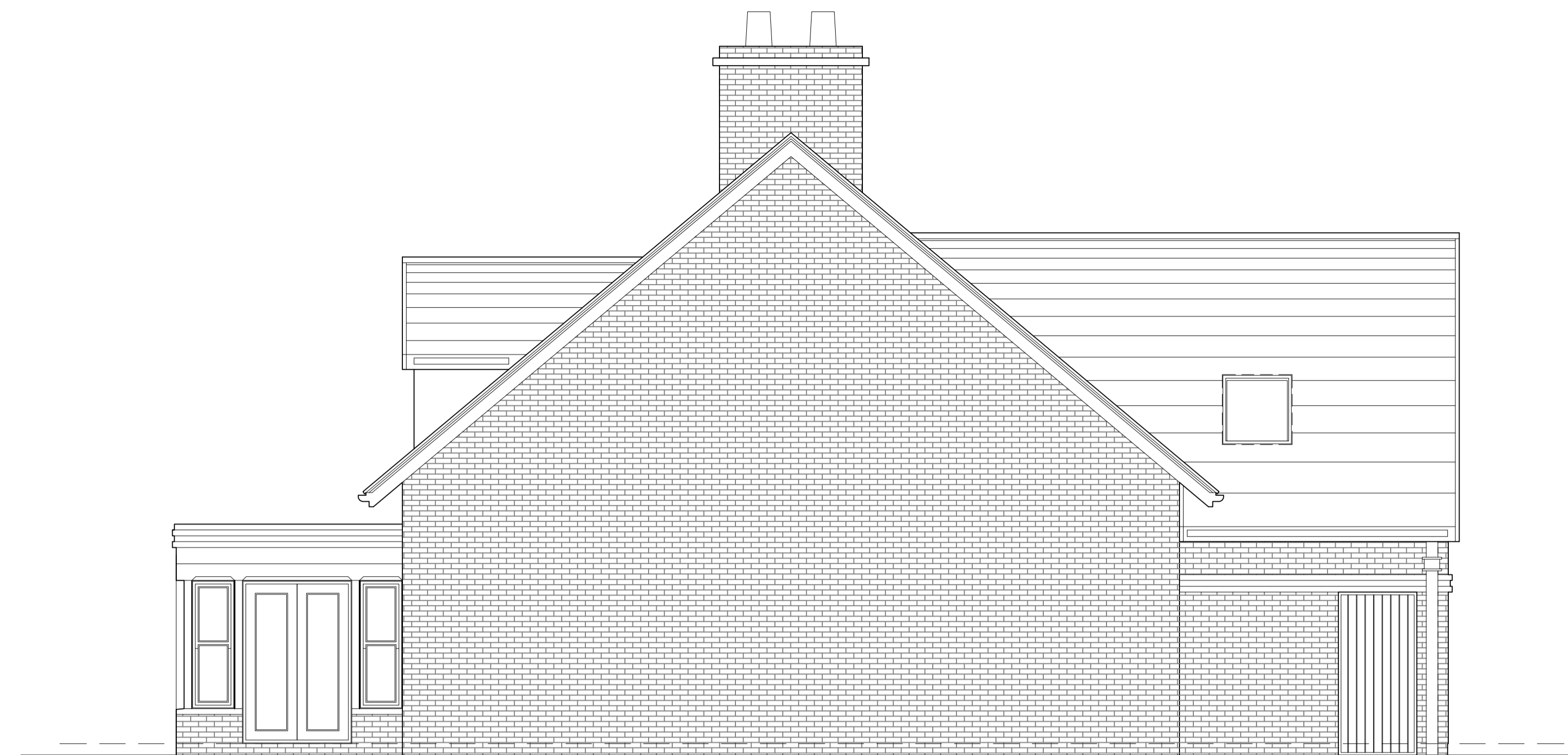
Job Number	Drawing Number	Revision
<b>H.19.12</b>	<b>(00) 6</b>	<b>G</b>

Drawing Issue  
**PLANNING**

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Proposed Front Elevation



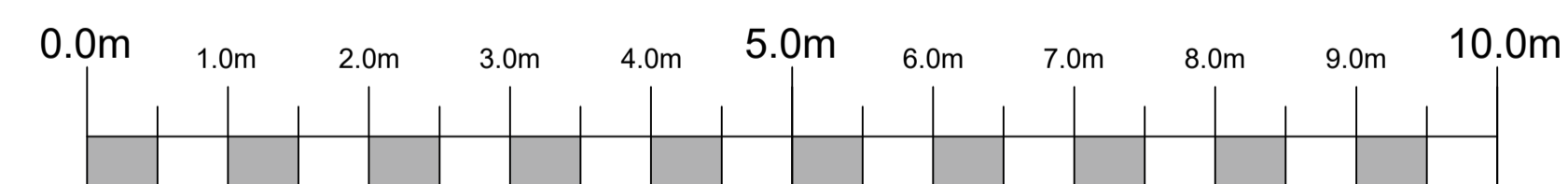
Proposed Side Elevation



Proposed Side Elevation



Proposed Rear Elevation



Rev	Date	Revision Description	Drawn By	Approved By
C	04/08/21	Elevations have been updated to accommodate the design officers comments	JB	JB
B	11/12/20	Elevations have been updated	JB	JB
A	10/12/20	Elevations have been updated	JB	JB
-	02/12/20	Original Drawing	JB	JB

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Client  
**The Halebourne Group**

Project Information  
**Proposed Care Development**  
**The Grey House Preparatory School, Hartley Wintney**

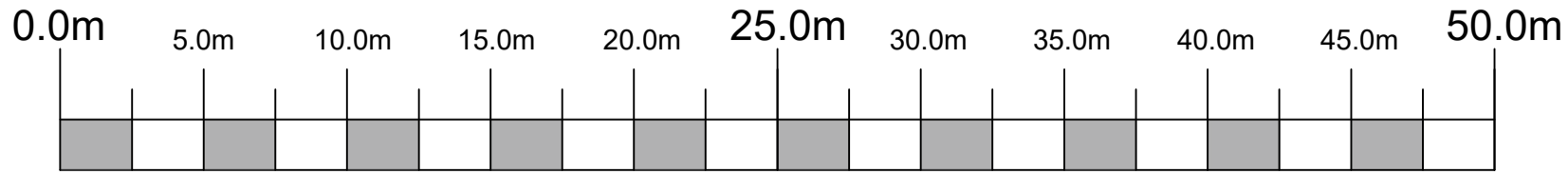
Drawing Title  
**Proposed Care Bungalow Elevations**

A1 Scale: **1:50**      A3 Scale: **1:100**

Job Number: **H.19.12**      Drawing Number: **(21) 5**      Revision: **C**

Drawing Issue: **PLANNING**





KEY:

	Electric Car Charging Point
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Page 169

5m

Rev	Date	Revision Description	Drawn By	Approved By
G	05/08/21	Landscaping scheme has been updated.	CM	JB
F	17/06/21	Gradient lines have been added and fence adjusted	CM	JB
E	08/06/21	Cycle Store relocated into existing garage building, car parking layout has been amended to provide footpath to Bin / Cycle Store.	CM	JB
D	03/06/21	Roof Plan has been updated	JB	JB
C	19/05/21	Secure boundary fencing has been added	CM	JB
B	18/03/21	Car Charging Points have been added	CM	JB
A	15/02/21	Layout has been updated to accommodate clients comments.	CM	JB
-	10/11/20	Original Drawing	JB	JB

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Client: **The Halebourne Group**

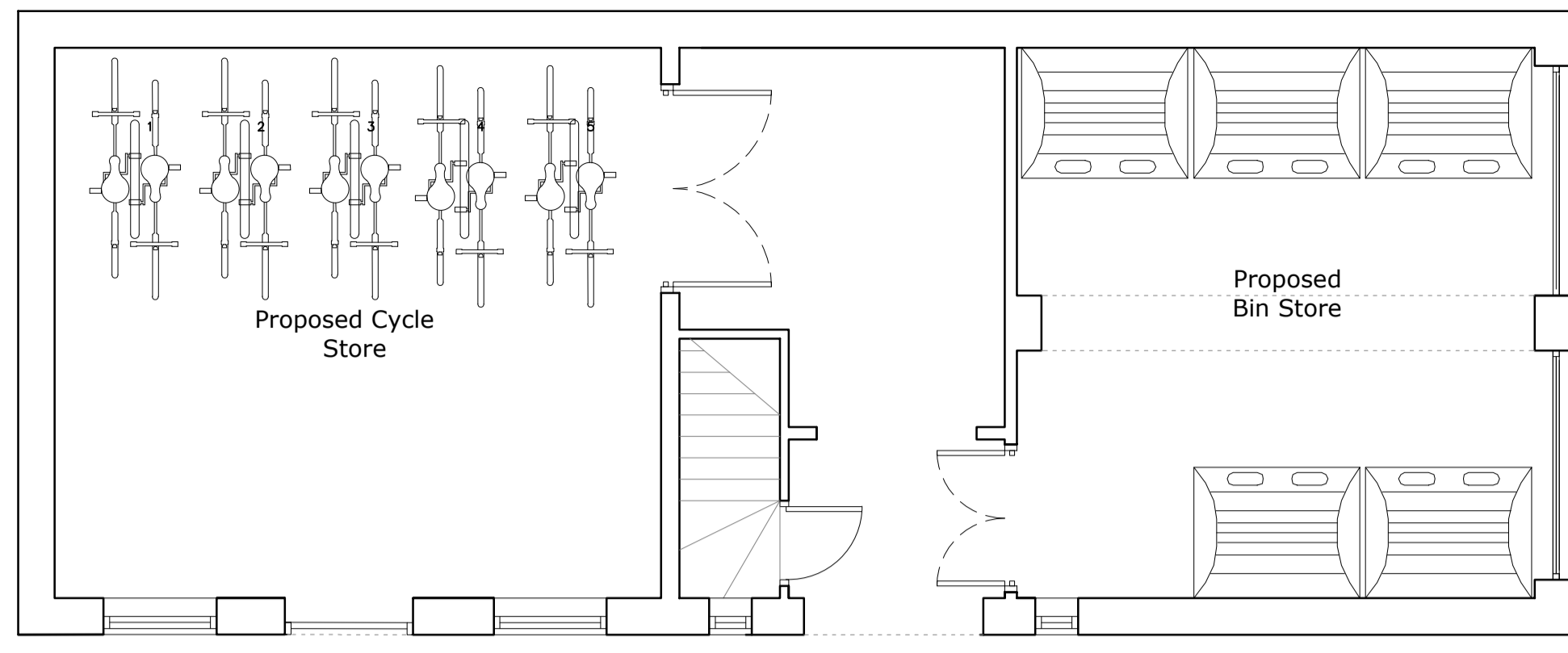
Project Information:  
**Proposed Care Development**  
**The Grey House Preparatory School, Hartley Wintney**

Drawing Title:  
**Proposed 65 Bed Care Home and 4 No. Care Bungalows**  
**Landscape Scheme**

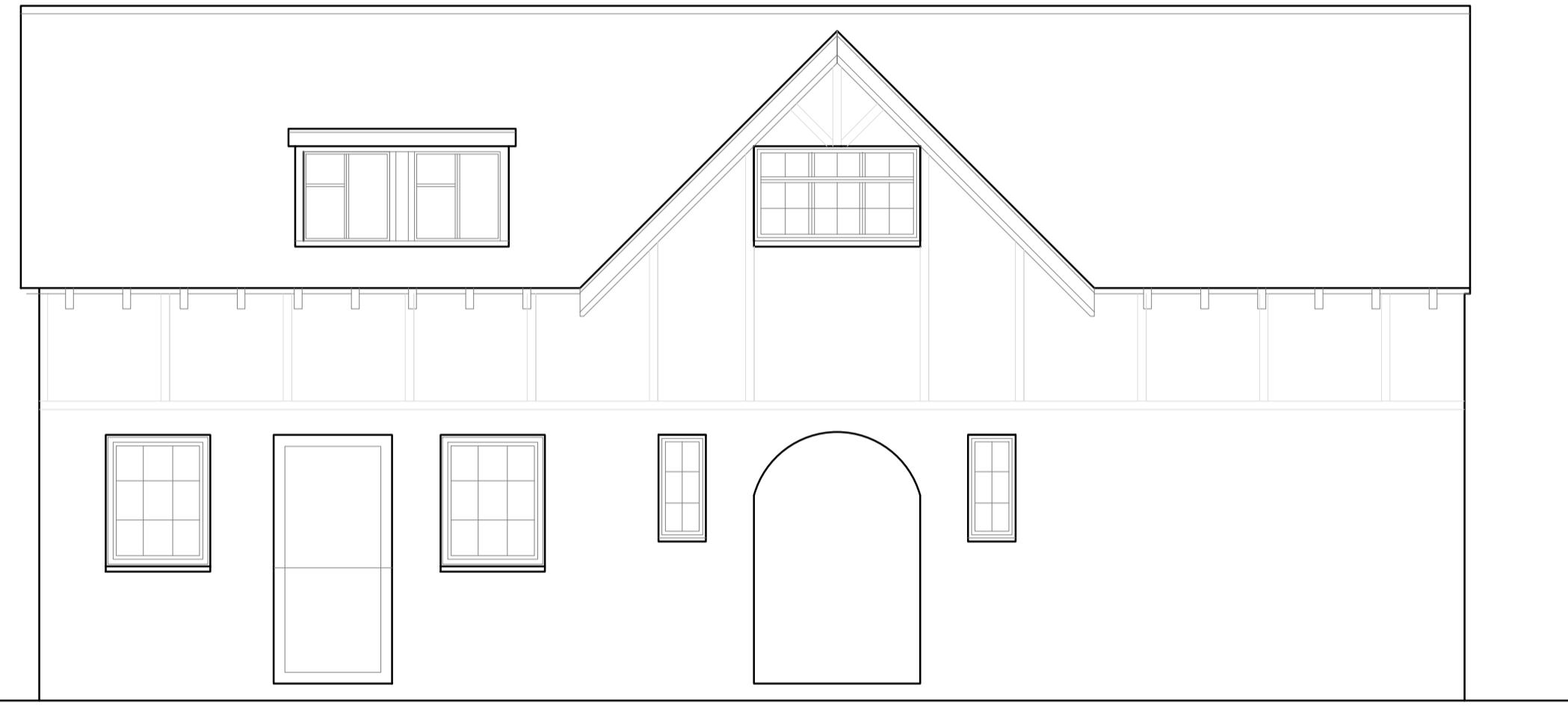
A1 Scale	1:250	A3 Scale	1:500
Job Number	H.19.12	Drawing Number	(9-) 5
Revision			G

Drawing Issue: **PLANNING**

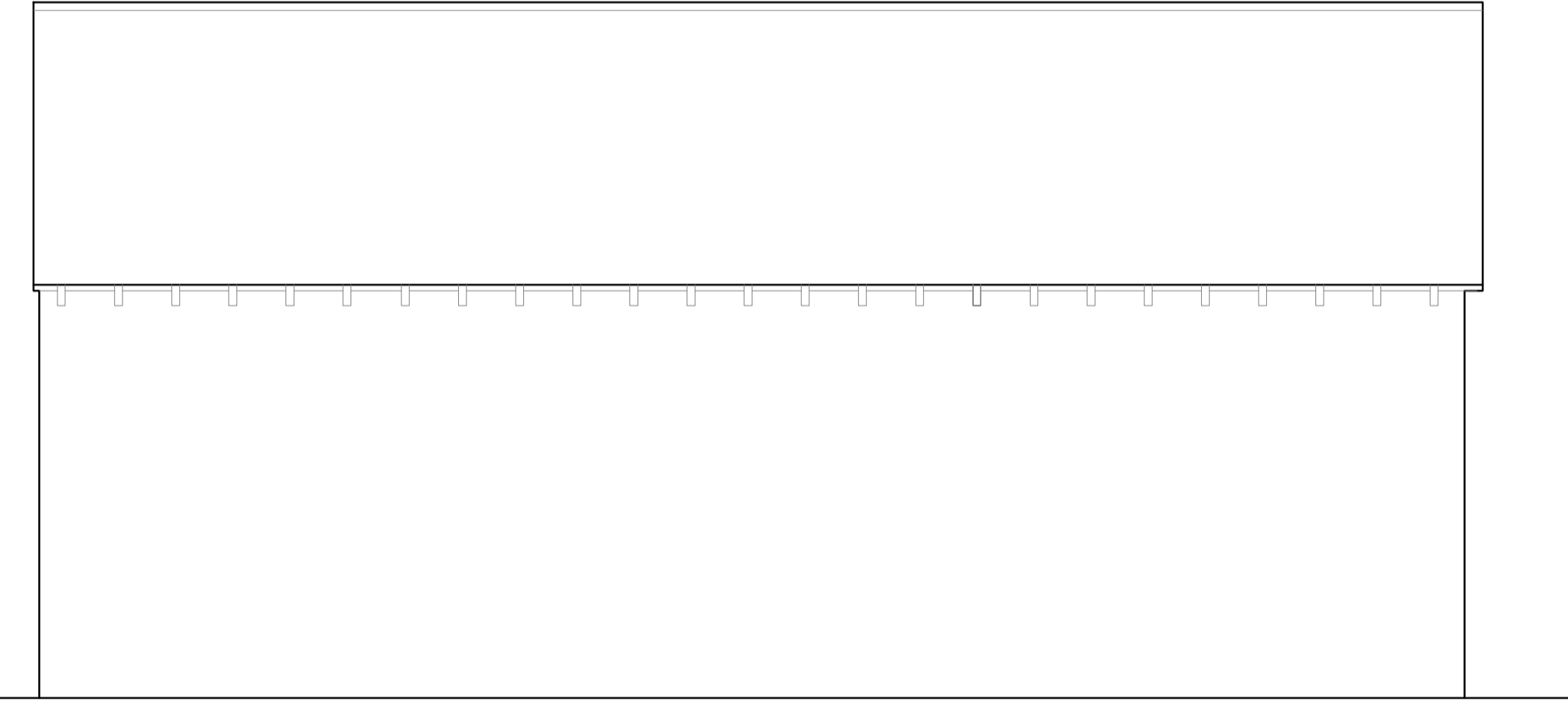
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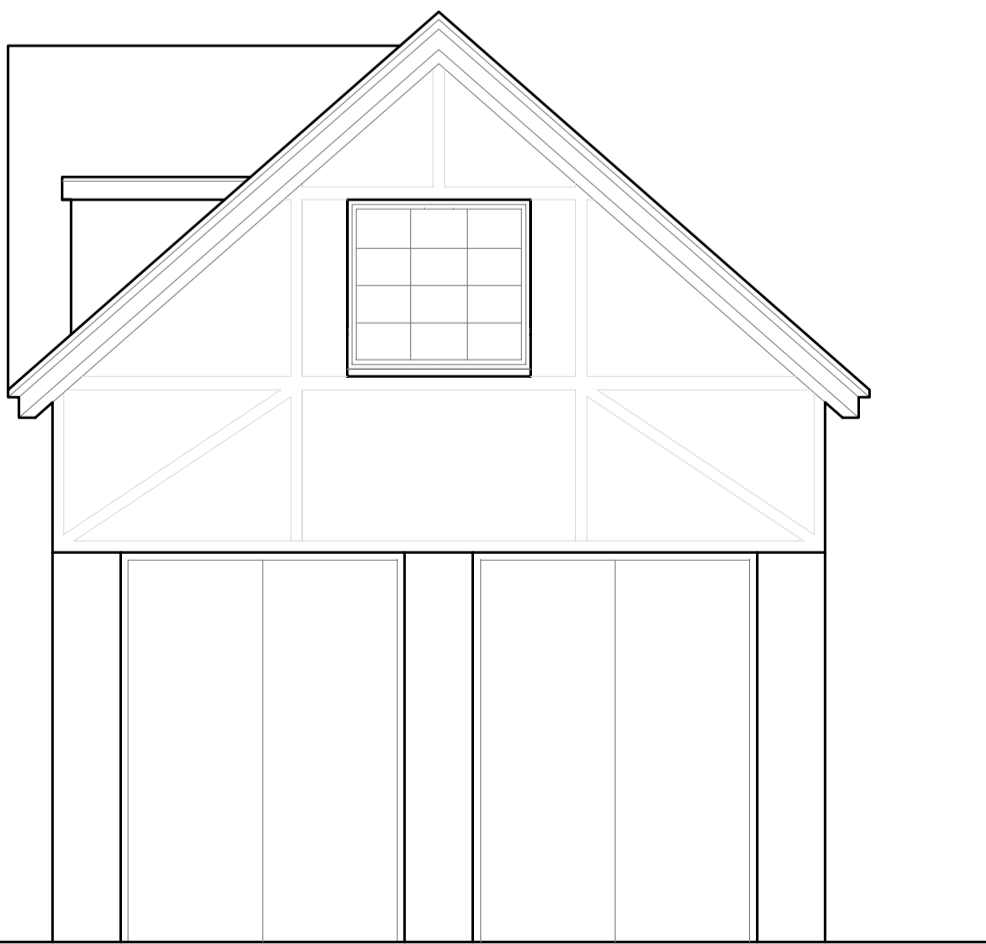
Proposed Bin Store Plan (Existing Garage building on North boundary - Ground Floor)  
Scale 1:50 @A1



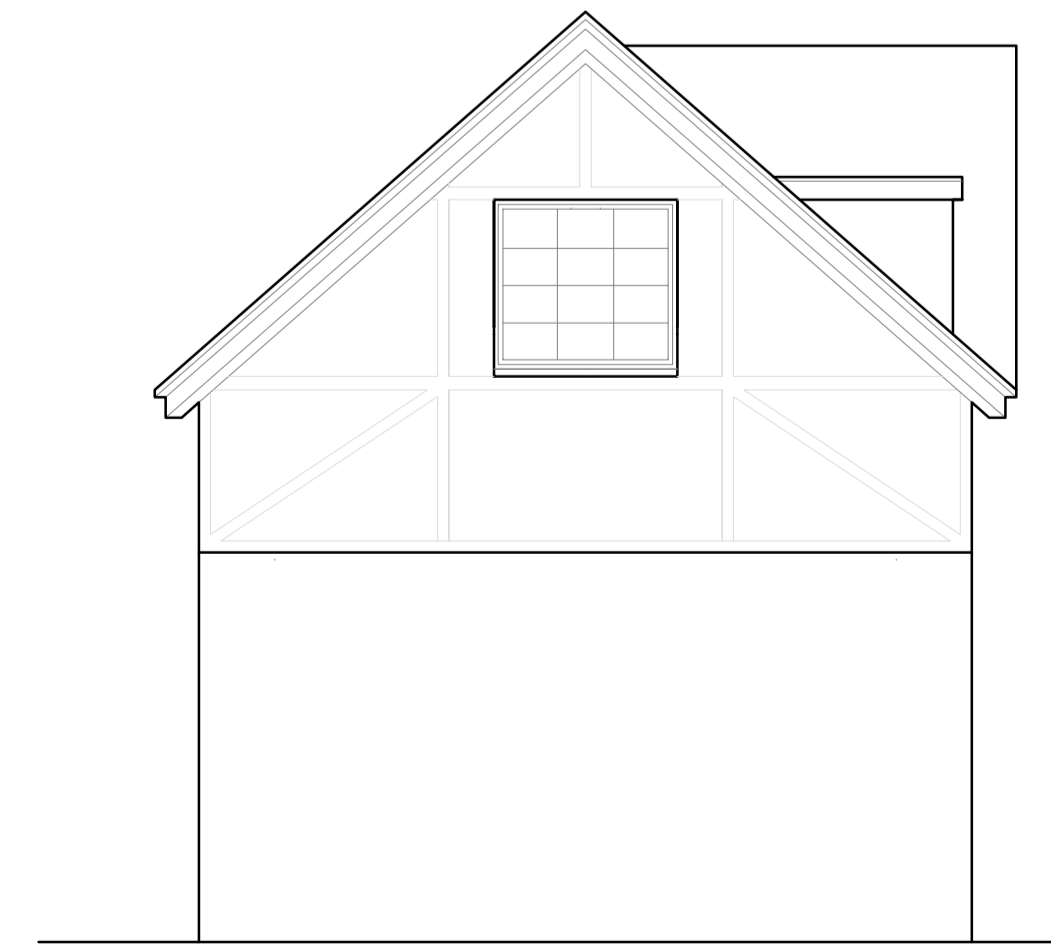
South West Elevation (No changes to existing building)  
Scale 1:50 @A1



North East Elevation (No changes to existing building)  
Scale 1:50 @A1



South East Elevation (No changes to existing building)  
Scale 1:50 @A1



North West Elevation (No changes to existing building)  
Scale 1:50 @A1

A	08/06/21	Cycle store relocated into existing building, with Bin Store and Recycling Storage facilities.	CM	JB
-	12/03/21	Original Drawing	CM	JB
Rev	Date	Revision Description	Drawn By	Approved By

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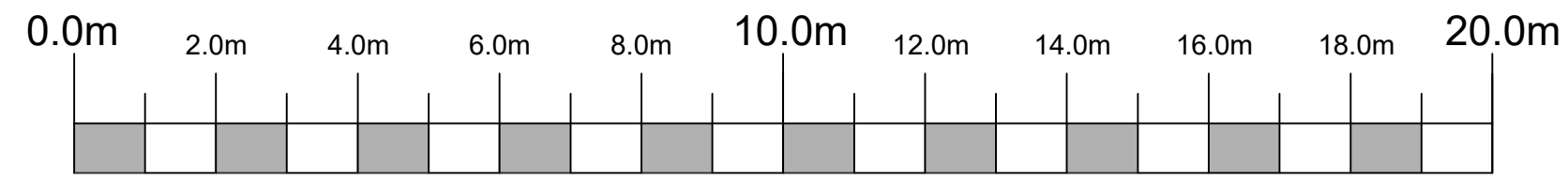
Project Information  
**Proposed Care Development  
 The Grey House Preparatory School, Hartley Wintney**

Drawing Title  
**Proposed 70 Bed Care Home and 4 No. Care Bungalows  
 Proposed Bin and Cycle Store**

A1 Scale: 1:25 / 1:250      A3 Scale: 1:50 / 1:500

Job Number: **H.19.12**      Drawing Number: **(90-) 1**      Revision: **A**

Drawing Issue: **PLANNING**



**Proposed Ground Floor Plan**  
 Total Floor Area - 1499m<sup>2</sup>  
 Total Dayspace - 234.4m<sup>2</sup>  
 Number of Bedrooms - 25



Rev	Date	Revision Description	Drawn By	Approved By
J	01/06/21	Layout has been revised to accommodate the consultee comments	JB	JB
I	25/10/20	Layout has been revised to accommodate the clients comments	JB	JB
H	21/10/20	Layout has been revised to accommodate the clients comments	JB	JB
G	19/10/20	Layout has been revised to accommodate the clients comments	JB	JB
F	14/10/20	Layout has been revised to accommodate the clients comments	JB	JB
E	12/10/20	Layout has been revised to accommodate the clients comments	JB	JB
D	07/10/20	Layout has been revised to accommodate the clients comments	JB	JB
C	28/08/20	Layout has been revised to show a 70 bed care home	JB	JB
B	03/12/19	Layout has been revised to accommodate the clients comments	JB	JB
A	22/10/19	Layout has been revised to accommodate the clients comments	JB	JB
-	14/10/19	Original Drawing	JB	JB



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Project Information  
**Proposed Care Development**  
**The Grey House Preparatory School, Hartley Wintney**

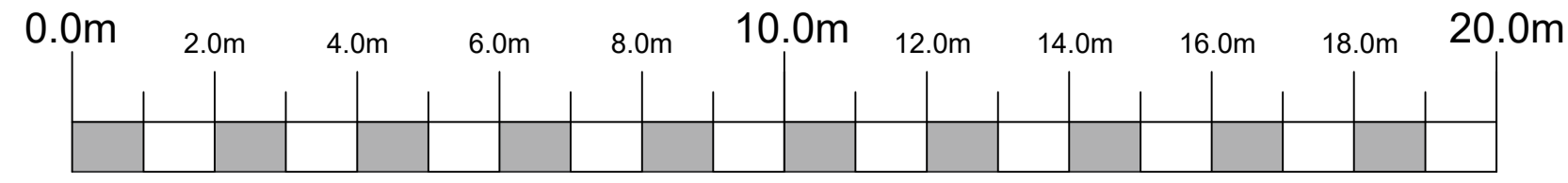
Drawing Title  
**Proposed Ground Floor Plan**  
**65 Bed Care Home**

A1 Scale	<b>1:100</b>	A3 Scale	<b>1:200</b>
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Job Number	Drawing Number	Revision
<b>H.19.12</b>	<b>(00) 3</b>	<b>J</b>

Drawing Issue  
**PLANNING**

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### Proposed First Floor Plan

Total Floor Area - 1471m<sup>2</sup>

Total Dayspace - 238.1m<sup>2</sup>

Number of Bedrooms - 29



Rev	Date	Revision Description	Drawn By	Approved By
K	15/10/11	Layout has been revised to accommodate the Parish Council comments	JB	JB
J	01/06/21	Layout has been revised to accommodate the consultee comments	JB	JB
I	25/10/20	Layout has been revised to accommodate the clients comments	JB	JB
H	21/10/20	Layout has been revised to accommodate the clients comments	JB	JB
G	19/10/20	Layout has been revised to accommodate the clients comments	JB	JB
F	14/10/20	Layout has been revised to accommodate the clients comments	JB	JB
E	12/10/20	Layout has been revised to accommodate the clients comments	JB	JB
D	07/10/20	Layout has been revised to accommodate the clients comments	JB	JB
C	28/08/20	Layout has been revised to show a 70 bed care home	JB	JB
B	03/12/19	Layout has been revised to accommodate the clients comments	JB	JB
A	22/10/19	Layout has been revised to accommodate the clients comments	JB	JB
-	14/10/19	Original Drawing	JB	JB

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 w: www.adgarchitects.co.uk

Client: **The Halebourne Group**

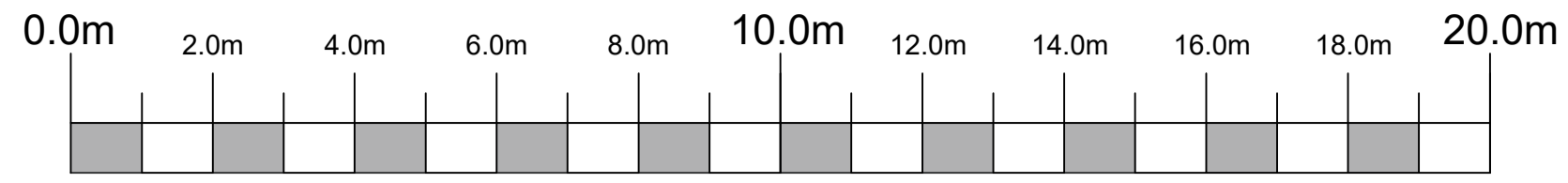
Project Information  
**Proposed Care Development**  
**The Grey House Preparatory School, Hartley Wintney**

Drawing Title  
**Proposed First Floor Plan**  
**65 Bed Care home**

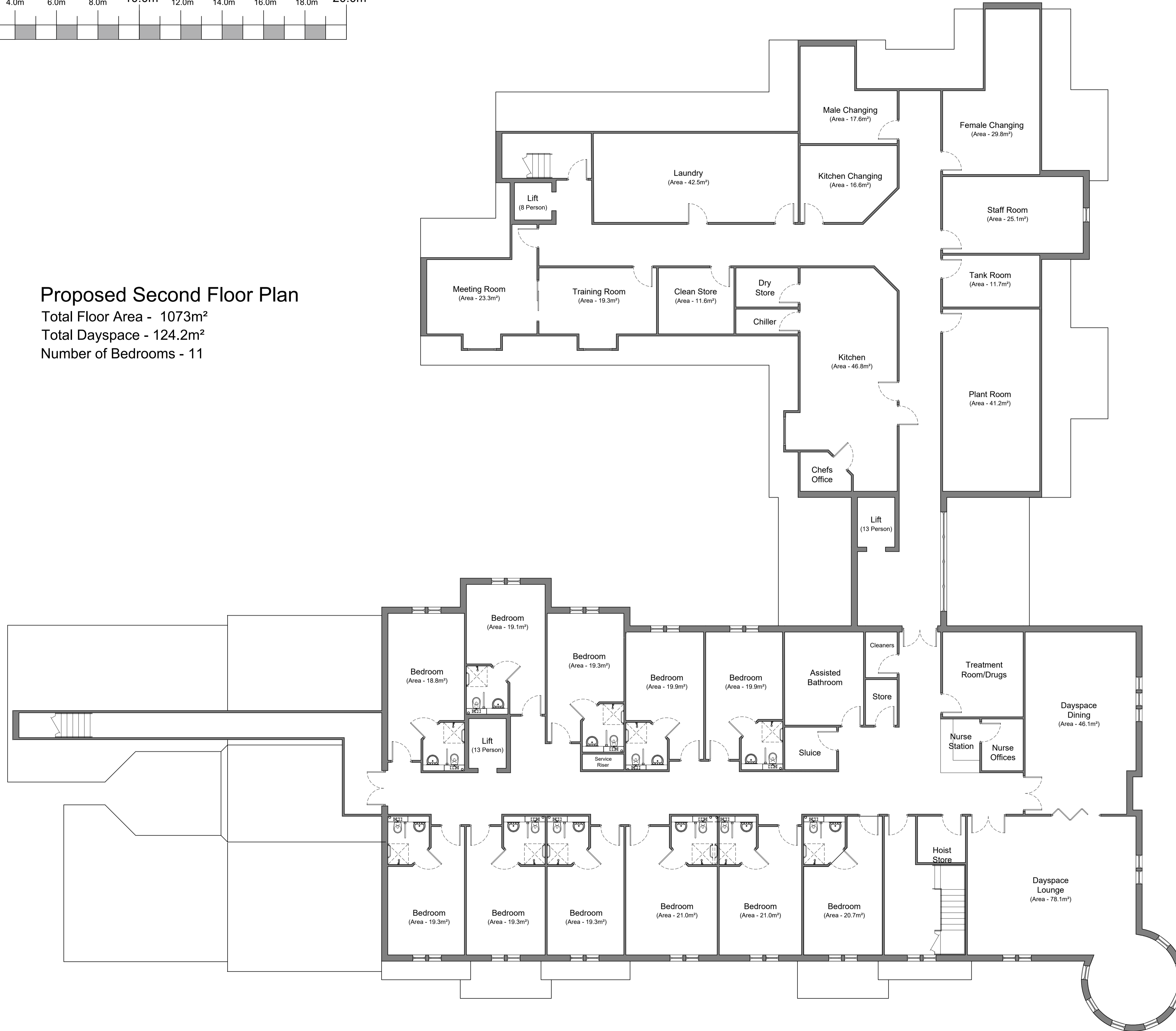
A1 Scale: **1:100**      A3 Scale: **1:200**

Job Number: **H.19.12**      Drawing Number: **(00) 4**      Revision: **K**

Drawing Issue: **PLANNING**



**Proposed Second Floor Plan**  
 Total Floor Area - 1073m<sup>2</sup>  
 Total Dayspace - 124.2m<sup>2</sup>  
 Number of Bedrooms - 11



Rev	Date	Revision Description	Drawn By	Approved By
K	15/10/21	Layout has been revised to accommodate the Parish Council comments	CM	JB
J	01/06/21	Layout has been revised to accommodate the consultee comments	CM	JB
I	19/05/21	Layout has been revised to accommodate the clients comments	CM	JB
H	15/02/21	Layout has been revised to accommodate the clients comments	CM	JB
G	21/10/20	Layout has been revised to accommodate the clients comments	JB	JB
F	19/10/20	Layout has been revised to accommodate the clients comments	JB	JB
E	14/10/20	Layout has been revised to accommodate the clients comments	JB	JB
D	12/10/20	Layout has been revised to accommodate the clients comments	JB	JB
C	28/08/20	Layout has been revised to show a 70 bed care home	JB	JB
B	03/12/19	Layout has been revised to accommodate the clients comments	JB	JB
A	22/10/19	Layout has been revised to accommodate the clients comments	JB	JB
-	14/10/19	Original Drawing	JB	JB



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 w: www.adgarchitects.co.uk

Client:  
**The Halebourne Group**

Project Information  
**Proposed Care Development**  
**The Grey House Preparatory School, Hartley Wintney**

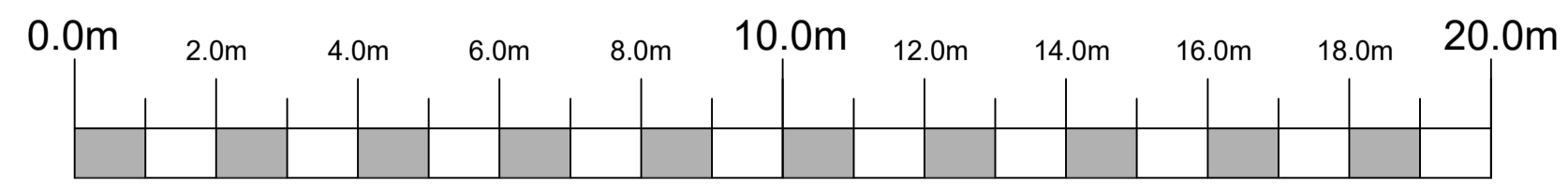
Drawing Title  
**Proposed Second Floor Plan**  
**65 Bed Care Home**

A1 Scale	1:100	A3 Scale	1:200
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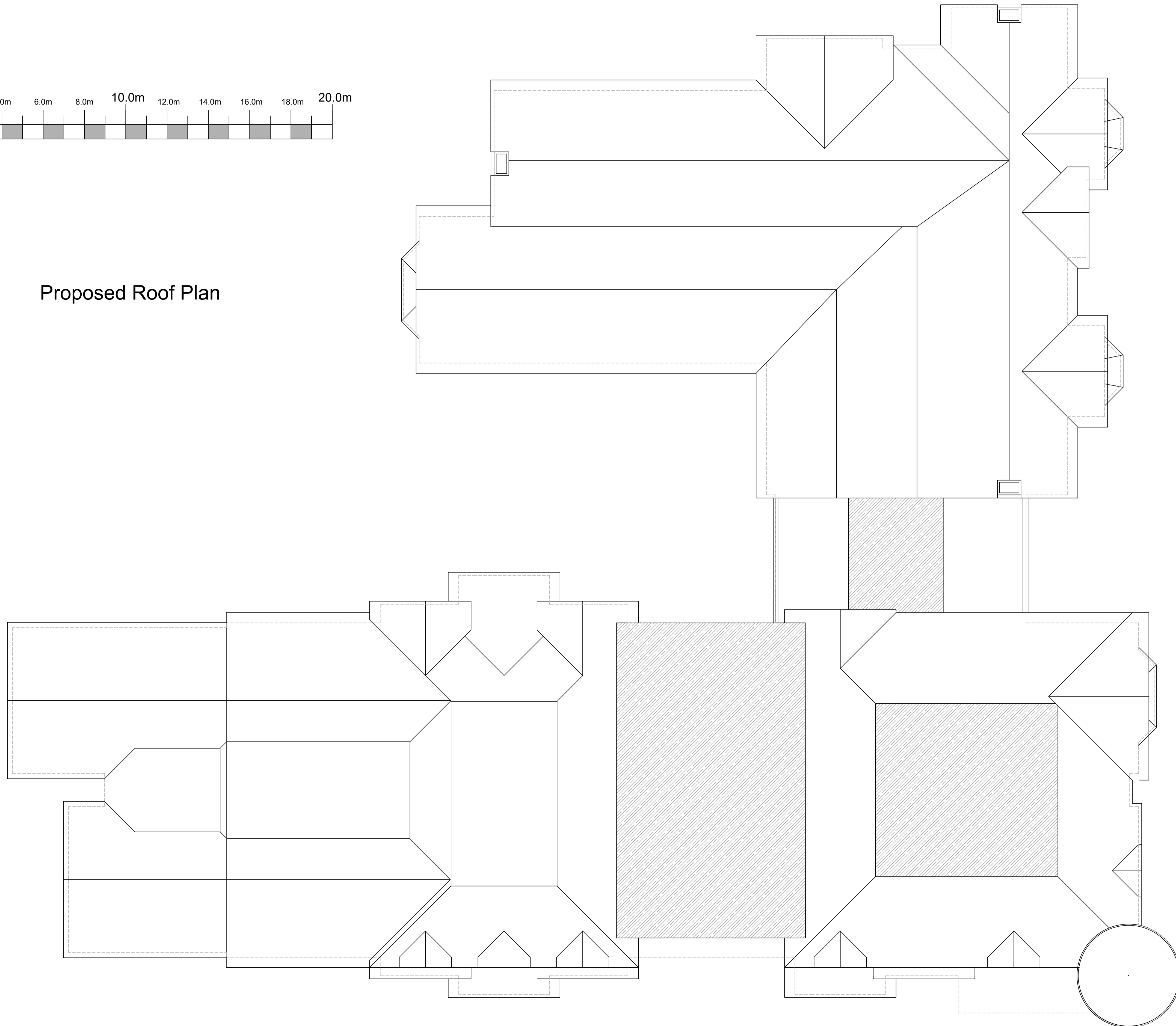
Job Number	Drawing Number	Revision
H.19.12	(00) 5	K

Drawing Issue  
PLANNING

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Proposed Roof Plan



C	08/11/21	Layout has been updated to reflect the current elevation drawings.	CM	JB
B	01/06/21	Layout has been updated to reflect the current elevation drawings.	CM	JB
A	15/02/21	Layout has been updated to reflect the current elevation drawings.	CM	JB
-	10/11/20	Original Drawing	JB	JB
Rev	Date	Revision Description	Drawn By	Approved By



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Client  
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Project Information  
**Proposed Care Development  
The Grey House Preparatory School, Hartley Wintney**

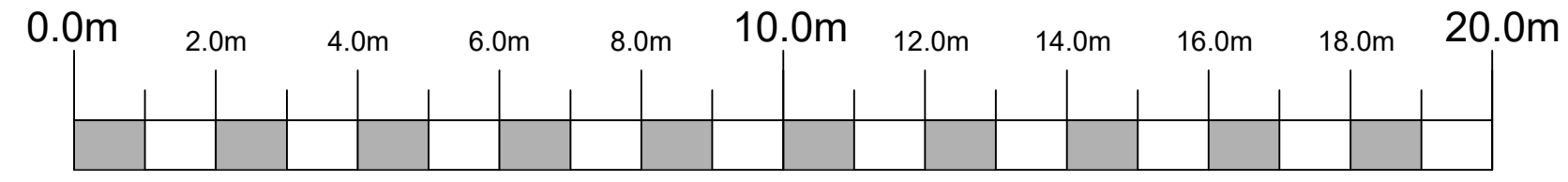
Drawing Title  
**Proposed Roof Plan  
65 Bed Care Home**

A1 Scale <b>1:100</b>	A3 Scale <b>1:200</b>
--------------------------	--------------------------

Job Number <b>H.19.12</b>	Drawing Number <b>(27) 1</b>	Revision <b>C</b>
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Drawing Issue  
**PLANNING**

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Proposed North West Elevation



Proposed North East Elevation

Rev	Date	Revision Description	Drawn By	Approved By
I	01/06/21	Elevations have been updated to reduce the building along the boundary on the North East Elevation	CM	JB
H	15/03/21	Elevations have been updated.	CM	JB
G	15/02/21	Elevations have been updated to accommodate the clients comments	CM	JB
F	21/10/20	GFL to FFL has been lifted by 150mm	JB	JB
E	21/10/20	Elevations have been updated to accommodate the clients comments	JB	JB
D	19/10/20	Elevations have been updated to accommodate the clients comments	JB	JB
C	14/10/20	Elevations have been updated to accommodate the clients comments	JB	JB
B	12/10/11	Elevations have been updated to accommodate the clients comments	JB	JB
A	07/10/20	Elevations have been updated to accommodate the clients comments	JB	JB
-	14/10/19	Original Drawing	JB	JB

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Client:  
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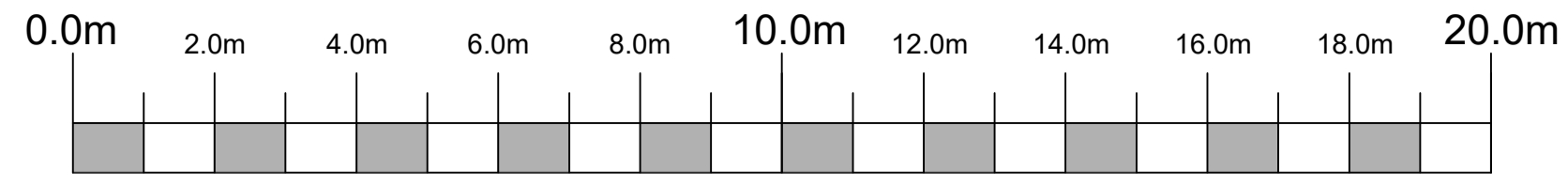
Project Information  
**Proposed Care Development**  
**The Grey House Preparatory School, Hartley Wintney**

Drawing Title  
**Proposed North East and North West Elevations**  
**65 Bed Care Home**

A1 Scale: **1:100**      A3 Scale: **1:200**

Job Number: **H.19.12**      Drawing Number: **(21) 2**      Revision: **I**

Drawing Issue  
**PLANNING**



Proposed South West Elevation



Proposed South East Elevation

L	15/10/21	Further amendments to the roof heights to reduce the building heights in line with the Parish Councils comments	CM	JB
K	11/10/21	Further amendments to the roof heights to reduce the building heights in line with the Parish Councils comments	CM	JB
J	01/06/21	Elevations have been updated to reduce the building along the boundary on the South West Elevation	CM	JB
I	19/05/21	Elevations have been updated to reduce the building along the boundary on the South West Elevation	CM	JB
H	15/03/21	Elevations have been updated.	CM	JB
G	12/03/21	Elevation has been revised to accommodate the clients comments	CM	JB
F	15/02/21	Elevation has been revised to accommodate the clients comments	CM	JB
E	21/10/20	GFL to FFL has been lifted by 150mm	JB	JB
D	19/10/20	Elevation has been revised to accommodate the clients comments	JB	JB
C	12/10/20	Elevation has been revised to accommodate the clients comments	JB	JB
B	09/10/20	Turret elevation has been updated	JB	JB
A	07/10/20	Elevations have been updated to accommodate the clients comments	JB	JB
-	14/10/19	Original Drawing	JB	JB
Rev	Date	Revision Description	Drawn By	Approved By

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Client  
**The Halebourne Group**

Project Information  
**Proposed Care Development  
 The Grey House Preparatory School, Hartley Wintney**

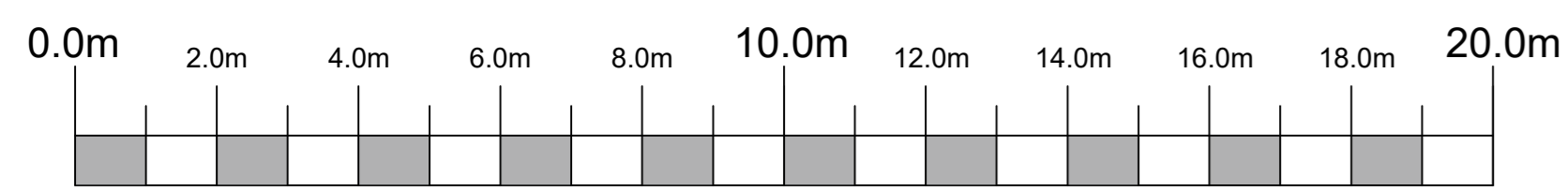
Drawing Title  
**Proposed South East and South West Elevations  
 65 Bed Care Home**

A1 Scale **1:100** A3 Scale **1:200**

Job Number **H.19.12** Drawing Number **(21) 1** Revision **L**

Drawing Issue  
**PLANNING**

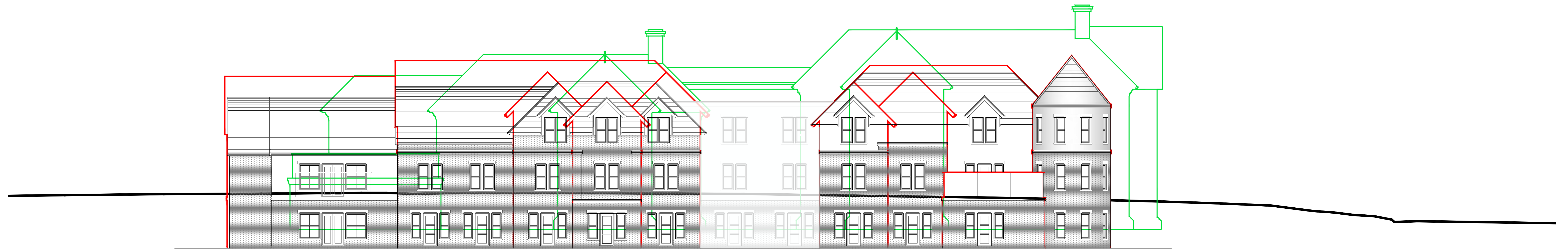




	Plan Outline of Original Planning Application (Ref: 20/00330/FUL)
	Plan Outline Originally Submitted in 2021 (Ref:21/00630/FUL)
	1.8m High fence line along boundary line



Proposed South West Elevation



Proposed South West Elevation - Planning Application Overlay



Proposed South West Elevation

Rev	Date	Revision Description	Author
F	15/10/21	Elevation heights have been adjusted in line with the Parish Council comments	CM JB
E	11/10/21	Elevation heights have been adjusted in line with the Parish Council comments	CM JB
D	20/09/21	Elevations have been updated to show previous planning applications.	CM JB
C	16/07/21	Elevations have been updated to show the render adjusted	CM JB
B	01/06/21	Elevations have been updated to show the reduced height	CM JB
A	15/02/21	Key added to annotate drawing	CM JB
-	17/11/20	Original Drawing	JB JB



Client <b>The Halebourne Group</b>		
Project Information <b>Proposed Care Development The Grey House Preparatory School, Hartley Wintney</b>		
Drawing Title <b>Proposed South West Elevations 65 Bed Care Home</b>		
A1 Scale <b>1:100 @ A0</b>	A3 Scale <b>1:200</b>	
Job Number <b>H.19.12</b>	Drawing Number <b>(21) 3</b>	Revision <b>F</b>
Drawing Issue <b>PLANNING</b>		