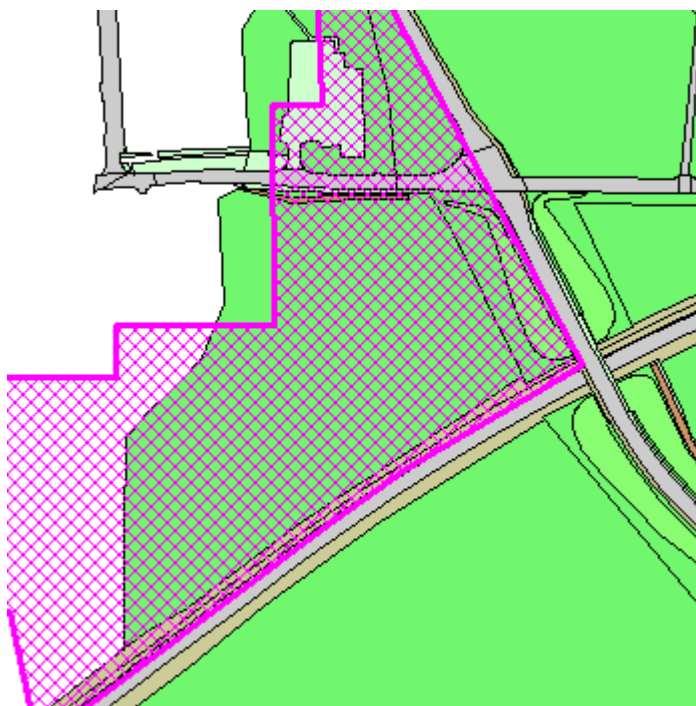


**MAJOR SITES COMMITTEE REPORT
ITEM NUMBER:**

APPLICATION NO. 20/01885/REM
 LOCATION **Hartland Park Bramshot Lane Fleet Hampshire**
 PROPOSAL Application for approval of reserved matters relating to 132 dwellings (Phase 2) with associated works pursuant to approval of outline permission via Hybrid Planning Application 17/00471/OUT
 APPLICANT The Prudential Assurance Company Ltd, SEH Manager Ltd And SE
 CONSULTATIONS EXPIRY 9 November 2020
 APPLICATION EXPIRY 20 November 2020
 WARD Fleet East Ward
 RECOMMENDATION **Grant subject to conditions**



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BACKGROUND

Planning permission (ref:17/00471/OUT) was granted on 13.07.2018 for a residential-led mixed use redevelopment comprising:

1. Outline Planning Application with means of access (in part) to be determined (all other matters reserved for subsequent approval), for the erection of up to 1,500 dwellings (Use Class C3); a local centre including residential (Use Class C3 within the up to 1,500 dwellings) and up to 2,655m² (GEA) of retail, commercial and/or community floorspace (Use Classes A1 to A5, B1, D1 and D2); a primary school (Use Class D1); drainage works including balancing ponds; on and off-site SANG mitigation; creation of landscaping, open space and ecological habitats; car and cycle parking; demolition of existing buildings; site clearance; earthworks; site remediation; provision of utilities infrastructure; off-site highway works; and all other ancillary and enabling works.
2. Full Planning Application for the erection of 181 dwellings (Use Class C3) - Phase 1; access; drainage works including balancing ponds; creation of landscaping, open space and ecological habitats; car and cycle parking; earthworks; demolition of existing buildings; site remediation; provision of utilities infrastructure; off-site highway works; and all other ancillary and enabling works.

The development is planned to be split into several phases with the first already being dealt with in full detail via the original application. This application relates to the Reserved Matters for Phase 2 of the development.

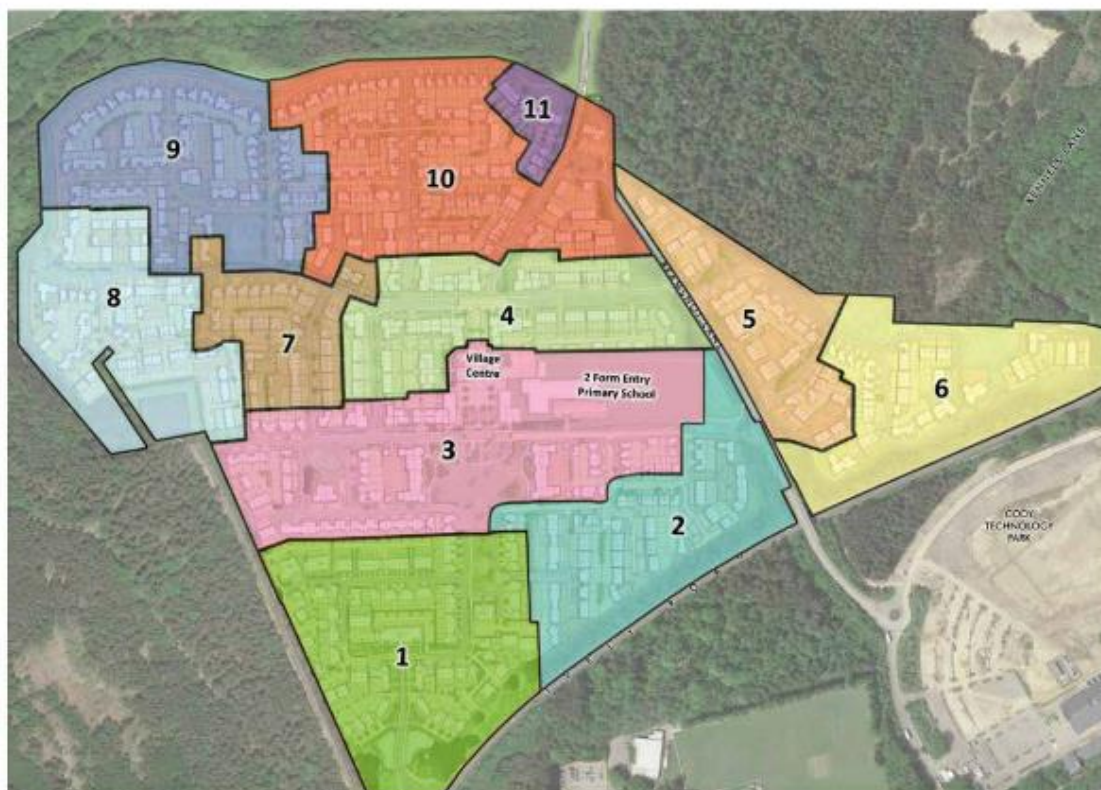


Figure 1 Development Phases

Through the outline planning permission, a Design Code and other parameter plans were agreed; all reserved matters must accord with the requirements of those documents. The assessment of this application involves setting out the requirements of the approved parameter plans and whether or not the reserved matters comply with the approved

details.

A number of amended plans and documents have been sought to address concerns over design, landscaping, ecology and surface water management.

SITE DESCRIPTION

The site subject to this application is located within the overall Hartland Village development, which itself is made up of two parcels of land located either side of Bramshot Lane known as the 'Main Site' and the 'HOWF'.

The site lies to the south of the 'Main Site' parcel of the Hartland Village development. The site is bounded by Bramshot Lane to the East and Ively Road to the South. Adjacent to the western boundary of the site is the Phase 1 development of Hartland Village which is currently under construction. Vehicular access to the site would initially be through the approved access points to the development, namely, via an existing roundabout on Ively Road and through the estate road approved as part of Phase 1. A second access to the site via the Pyestock Roundabout to the north will be provided, although this will be delivered and opened to the public through later phases.

SITE/SURROUNDING DESIGNATIONS

- The site is within the Hartland Village settlement boundary.
- The site contains groups of TPO designations along the South and Eastern boundary.
- Site (part of) is designated as Sites of Importance for Nature Conservation (SINC).
- Sites for Important Nature Conservation a located around the site the site (Pyestock Fairway south of Ively Road, and Pyestock - North Grasslands north of the site)
- The site slightly overlaps the 400m exclusion zone of the Special Protection Area (Eelmoor Marsh and Bourley and Long Valley - Sites of Special Scientific Interest) but there is no housing in this area.
- The Site is located in Flood Zone 1.

PROPOSAL

This application seeks approval of the scale, layout, appearance and landscaping of phase 2 as these matters were "Reserved" by the outline planning permission for subsequent approval.

Phase 2 comprises of 132 dwellings with associated internal roads, car-parking and landscaping. No other uses are proposed within phase 2 and this accords with the approved Parameter plans. A total of 299 parking spaces would be provided as part of the Phase 2 development.

There is a mixture of two and three storey buildings proposed. Predominately these are houses, although two blocks of flats are proposed in the Eastern end of the site. The housing proposed would consist of the following mix:

Table 1 – Housing mix.

Market Dwellings						
	1 Bedroom Flat	2 Bedroom Flat	2 Bedroom House	3 Bedroom House	4 Bedroom House	Totals
			16	47	27	90
Affordable Dwellings						
	1 Bedroom Flat	2 Bedroom Flat	2 Bedroom House	3 Bedroom House	4 Bedroom House	Totals
Affordable Rent	8	4	6	8		26
Shared Ownership	8	6		2		16
						42

RELEVANT PLANNING HISTORY

The planning history contains multiple discharge of conditions applications associated with the outline planning permission; however the most relevant planning history is below.

17/00471/OUT- Granted 13.07.2018

Hybrid Planning Application (part full, part outline) for a residential-led mixed use redevelopment comprising:

1. Outline Planning Application with means of access (in part) to be determined (all other matters reserved for subsequent approval), for the erection of up to 1,500 dwellings (Use Class C3); a local centre including residential (Use Class C3 within the up to 1,500 dwellings) and up to 2,655m² (GEA) of retail, commercial and/or community floorspace (Use Classes A1 to A5, B1, D1 and D2); a primary school (Use Class D1); drainage works including balancing ponds; on and off-site SANG mitigation; creation of landscaping, open space and ecological habitats; car and cycle parking; demolition of existing buildings; site clearance; earthworks; site remediation; provision of utilities infrastructure; off-site highway works; and all other ancillary and enabling works.
2. Full Planning Application for the erection of 181 dwellings (Use Class C3); access; drainage works including balancing ponds; creation of landscaping, open space and ecological habitats; car and cycle parking; earthworks; demolition of existing buildings; site remediation; provision of utilities infrastructure; off-site highway works; and all other ancillary and enabling works.

17/00471/NMMA - Granted, 04.06.2020

Non-Material Minor Amendment (S96A application) of hybrid planning permission (ref: 17/00471/OUT) granted on 12.07.2018. The Non-Minor Material Amendment comprises changes to the list of approved plans contained within condition no. 4.

CONSULTEES RESPONSES

Fleet Town Council

Objection.

- o Plans look little like a village - density layout and parking at front of all properties.
- o Parking provided is 299 spaces for 132 dwellings = 2.25/dwelling. HCC Highways have raised a holding objection on the level of parking not meeting Harts standard which they assess as 2.75 so there is a shortfall of 60 parking spaces.
- o The coloured street elevations are pure artistic impressions, the density of housing is diminished by the strong background of trees however there are no trees left standing on the whole site, just a thin margin of trees to the boundary so the drawings are deceiving.
- o There is a strong objection from Natural England who are querying the impact on the SPA and the provision of SANG which they suggest is inadequate. It appears earlier comments have been ignored.
- o The affordable housing has been allocated at the end of the area against the road embankment that takes the traffic over Ively Road. Traffic will pass close to buildings at first floor level.
- o The flats in the blocks of flats are to minimum size standards 50sq.m for a 1 bed flat. There is a holding objection from the Flood Authority as there is a paucity of detailed calculations to support the SUDS proposals.
- o It has to be assumed that all traffic will be fed into Phase 1 and all exit the site at the new roundabout on Ively Road. Ively Road can already be quite busy in the normal rush hours so this will be exacerbated.
- o Most houses are 3 storeys - again does not look like a village.
- o The front of the houses do not have 50% greenery/soft landscaping to meet the Fleet Neighbourhood Plan Policy 15.
- o The parking space sizes do not make any allowance for trade vans.

Hampshire County Council (Highways)

No objection.

Natural England

Objection

- o The individual 'bespoke' proposals and mitigation measures offered with the proposal are not yet considered to be appropriate.
- o Evidence to justify that 8.36ha of SANG per 1000 residents will be enough to provide appropriate mitigation. Visitors Surveys and further robust evidence to demonstrate the SANG will be effective due to standard, size, scale and close proximity to the SPA.

Environment Agency Thames Area

No comments to make about this reserved matters application.

Farnborough Airport Manager

No objection.

Tree Officer (Internal)

Concerns raised.

- o The submitted hard and soft landscape plans now show the trees to the east of Block B as being retained. I am happy for them to be retained so long as their Arboriculturist is satisfied that they can be safely incorporated into the development.
- o Regardless, this section is very much open now; the high canopied trees do not form a continual woodland buffer as shown around most of Hartland Park.
- o Strategic tree planting should be incorporated here to firm this up.
- o The land at the eastern and south-eastern corner of the site seems wetter than other parts of the site so species selection should include trees suited to this environment. This could include alder, downy birch, alder buckthorn as well as English oak and Scots pine in better drained areas.
- o We do not appear to have received the Woodland Management Plan for Phase 2. This is required by Condition 14 of 17/00471/OUT to be submitted before commencement of development of this (and every other) phase.
- o The tree species selection for the development area is still lacking in large canopy species. There are few trees planted in rear gardens.
- o Due to the existing ground conditions, we will need to see detailed planting pit proposals to ensure successful establishment.

Environmental Health (Internal)

No objection.

Landscape Architect (Internal)

Objection.

- o The landscape details fail to match up landscape strategies/tree clearance approved by ref. 17/00471/OUT, related to SE boundary 20m wide buffer and north up the west side of Bramshot Road bridge embankment.
- o SE corner of Phase 2- This block of trees was assessed/labelled in the Arb Survey as a dense buffer of birch and goat willow - they are single aged and have never been managed. This type of unmanaged dense tree planting will collapse and fail as a woodland.
- o SE corner is much wetter than the further SW. Different type species would be required.
- o SE boundary- there is prevalence of Rhododendron ponticum and Buddleia davidii, both contain invasive species that should be removed and plans should contain annotations about this.
- o Advanced tree clearance details agreed by ref. 17/00471/OUT show a belt of trees retained from the bottom of the embankment for a 20m wide margin going west. However, current landscape details show only one tree retained in this area.
- o The layout places the building line of Block B (3 storey block of flats) hard up to the 20m wide landscape buffer. It will conflict directly with retained trees.
- o Where does the garden area for Block B start and finish relative to the 20m buffer margin? Both will have completely different management regimes and this needs to be understood, primarily defensible space for residents.
- o No details of woodland edge enhancement & shrub planting.
- o No tree planting is specified for rear gardens. A tree doesn't have to be planted in every rear garden, but selected, gardens (1 in 3) where a slim or upright crowned species.
- o No large species trees have been included along any frontage. The layout however, allows not space for large species trees to be planted.
- o No tree pit details submitted for the small to medium species trees proposed for the frontages.
- o Without planting details and landscape management plans the submitted landscape

details are not acceptable.

Housing (Internal)

Concerns raised.

- o The affordable homes do not appear to be pepper potted and are concentrated all which is not acceptable and needs to be re-designed.
- o The concentration of units would mean there is a high concentration of parking and little green space or any private gardens for occupiers.
- o The shared ownership flats include 1 beds which are often the slowest to sell.
- o There is little or no private outside green space for the flats.
- o The layouts and distribution of units within the blocks of flats may present concerns for housing associations.
- o 1 Bedroom social rent units that are fully accessible are difficult to let.
- o Parking spaces should be near the units, particularly the disabled space to the corresponding unit.
- o Cycle and refuse stores may cause noise nuisance to adjoining units.
- o Affordable housing should be transferred and managed by a Register Provider.

County Archaeologist

No objection, phase 2 is the subject to pre-commencement archaeological conditions from the outline permission.

Thames Water Property Services

No objection as the surface water will not be discharge to public network.

Police - Hampshire Constabulary

No objection, security recommendations made:

- o Dwellings must sit within an area of private space. Rear gardens must be enclosed by a robust boundary treatment at least 1.8m high. Semi-private space to the front must be enclosed within a robust boundary treatment 1m high.
- o Apartment blocks must sit within an area of semi-private space, enclosed within a robust boundary treatment at least 1.2m high.
- o Ground floor apartments accessed from the surrounding semi-private space must be protected by a private garden which is sole preserve of the resident of the apartment with the windows/doors accessed from the space.
- o The private garden must be at least 1.5m wide and enclosed within a robust boundary treatment at least 1.2m high.
- o A number of dwellings rear garden access is via a communal rear footpath. All rear garden access gates are fitted with a key operated lock that can be operated from both sides of the gate.
- o All parking spaces must be separated from the public open space by a robust boundary 1m high, (e.g. hoop topped railings).
- o The ribbon of Public Open Space (POS) to the south of the development, which through this space meanders a footpath / cycleway, there is very little natural surveillance. Planting should not limit visibility along the footpath nor create a place within which a person might lie-in-wait unseen.
- o Cycle stores should be fitted with a single door, and both external and internal lighting.

The Royal Society for The Protection Of Birds

No objection.

- o It is critical that should this application be granted planning permission; the Kennels SANG must be fully operational to specifications approved by HDC and SAMM contributions paid.

Highways England

No objection.

Conservation/Listed Buildings Officer (Internal)

No objection.

Historic England

No objection.

Streetcare Officer (Internal)

No objection.

- o Flats bin stores should be large enough to accommodate 1100 litre wheeled bins for waste and 240 litre bins for glass recycling.
- o A detailed site plan and waste management strategy would be required.

Chief Planning Officer (Rushmoor)

No objection.

Hampshire County Council Planning Manager

No objection.

- o Development should be completed in line with the Preliminary Minerals Resource Assessment approved under discharge of conditions ref: 17/00471/CON.

Ecology Consult (Internal)

Concerns raised.

- o Revised Technical note provides a detailed plan (4663/EMM) illustrating how enhancement measures (EE1-EE4 in section 6 of the Technical Briefing Note) will be incorporated. This is supported and should be undertaken.
- o The proposed compensation (if necessary) of erecting new bat boxes on trees along the site boundary, or within the SANG is now considered appropriate.
- o However, other than plan 4663/EMM illustrating 'retained woodland belt' along the southern boundary, no further information has been submitted regarding an assessment of the potential impact on commuting bats of the almost complete loss of mature tree cover in the south-east corner of the site, including tree T268, now assessed as having low-moderate bat roosting potential.
- o Comments regarding the lack of a detailed Woodland Management Plan for Phase 2, which should be submitted in advance of the commencement of each phase of development, remain valid.

Local Lead Flooding Authority

No objection.

- o The documentation states that the drainage will be offered for adoption by the

Water Authority or Highway Authority and if the necessary adoptions cannot be obtained, a private management company will take on this maintenance.

NEIGHBOUR COMMENTS

It should be noted that 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 a local press notice. In this case both notifications took place. The Council's SCI has now been amended so that we are only required to carry out the statutory publicity requirements.

Neighbouring letters were posted on 25.08.2020 and a notice in the local press was advertised, at the time of writing the officer's report there were 19 representations received in objection to the development, the grounds of objections are below.

- o Traffic and congestion.
- o Pressure on local infrastructure (roads, hospitals, schools).
- o Crammed development.
- o Flooding problems (too much hardstanding).
- o Contaminated land should be fully removed.
- o Noise nuisance as a result of additional houses/cars.
- o Damage to local wildlife and Fleet Pond Natural Reserve.
- o Insufficient outdoor leisure areas, as proved by lock down.
- o Further loss of green areas.
- o No sustainability measures included in plans.
- o It will blur the boundary between Farnborough/Fleet-leading to coalescence.
- o Amenities of the area becoming inaccessible due to population increase.
- o Light pollution
- o Hartland development is contrary to the democratically expressed wishes of local people.
- o Lack of public consultation by the developer.
- o Affordable Housing provision of 30%, not in compliance with 40% target of Hart policy.
- o Parking provision falls short of the relevant policy. Hampshire notes the scheme is short 64 spaces of required provision of 363 spaces.
- o Landscaping standards detailed in the outline should not be diluted along the way.

CONSIDERATIONS

Planning Policy

Scale

Layout

Appearance

Landscaping

Density

Balance and Mix of Housing

Car parking (Quantum)

Building for a Healthy Life

Other Matters

Planning Policy

The principle of Development has already been agreed through the grant of outline planning permission. This application seeks approval only on those matters that were

reserved, and it is necessary to consider if those matters accord with the parameters and Design Code that were approved. The site is allocated in the adopted Local Plan for development.

There are number of relevant planning policies in the Council's Development Plan which is the starting point for the determination of any planning application and in particular the scheme must be assessed against the requirements of Policy SS2 which specifically relates to this site.

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 Hart Local Plan: Strategy and Sites 2016-2032 (HLP32) and saved policies of the Hart District Local Plan (Replacement) 1996-2006 (HDLP06) and Fleet Neighbourhood Plan 2018-2032. Adopted and saved policies are up-to-date and consistent with the NPPF (2019).

Hart Local Plan - Strategy and Sites 2016-2032 (HLP32)

SD1 - Sustainable Development
SS2 - Hartland Village
H1 - Housing Mix
H2 - Affordable Housing
H6 - Internal space Standards for new Homes
NBE2 - Landscape
NBE4 - Biodiversity
NBE9 - Design
INF3 - Transport

Fleet Neighbourhood Plan 2018-2032 (FNP)

Policy 10 - General Design Management Policy
Policy 15 - Residential Gardens
Policy 18 - Cycling Network
Policy 19 - Residential Parking

Saved Policies of the Hart District Council Local Plan (Replacement) 1996 - 2006 (LP06)

GEN 1 General Policy for Development
CON 8 Trees, Woodland and Hedgerows: Amenity Value

Other relevant material considerations

National Planning Policy Framework 2019 (NPPF)
Planning Practice Guidance (PPG)
Building for a Healthy Life (2020)
National Design Guide (2019)
Technical Housing Standards - nationally described space standard (DCLG 2015)
Parking Provision Interim Guidance (2008)

Relevant Approved Plans Documents.

It is relevant, at this point, setting out plans and documents from the outline permission

(ref:17/00471/OUT) that are relevant to this second phase of development before assessing the reserved matters subject to this application.

Plans:

- Land Use Parameter Plan (Drawing No. 2511-A-1200-PLC)
- Building Heights Parameter Plan (Drawing No. 2511-A-1202-PLC)
- Density Parameter Plan (Drawing No. 2511-A-1203-PLC)
- Green Infrastructure Parameter Plan (Drawing No. 2511-A-1204-PLB)

Document:

Design Code (part of the approved Design and Access Statement)

Scale

In agreeing to the outline planning permission, the Council approved the parameters for the Building Heights for the development, (Drawing No. 2511-A-1202-PLC below). This plan permits buildings for phase 2 up to 3-storeys high with a maximum ridge height of 13m. The location of Phase 2 is indicated by the red dot in the plan.

The proposed houses range from 8.3m to 11.5m in height and the flats blocks would have a total height of 12.4m. The buildings feature a mixture of 2/2.5 and 3 storeys distributed across the site. The overall heights therefore meet the requirements of the approved parameter plan.

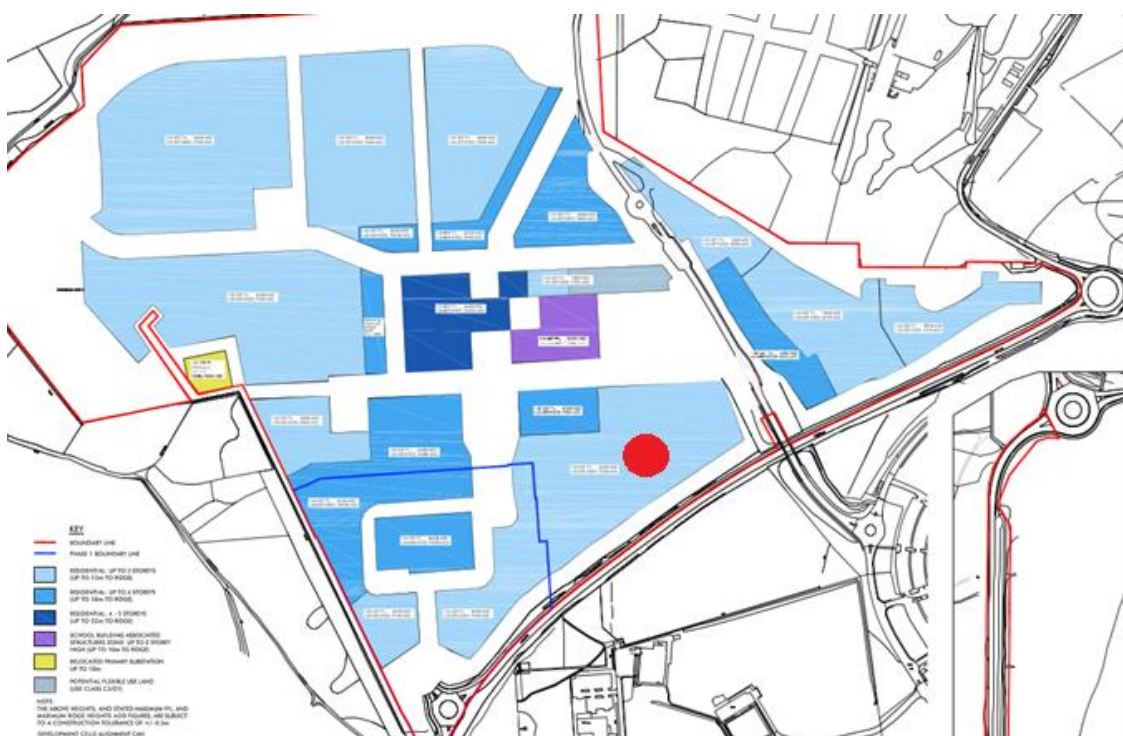


Figure 2 - Building heights

It is however necessary to consider if the scale of each of the proposed buildings is acceptable in terms of their relationship with each other, with phase 1 and with the adjoining land.

There are different typologies of buildings, which are all sited to form a perimeter arrangement contributing to the demarcation of the streets proposed. Buildings facing different roads are sited approximately 12m away from each other and buildings with parallel siting are at least 21m away. The mixed scale proposed of 2/2.5 and 3 storeys would allow for a satisfactory residential environment to be achieved. Such scales would appear acceptable when seen from the public realm and equally when seen from residential gardens. The distances between dwellings in relation to their scale would not create any sense of enclosure or overbearingness.

The Western end of the site shares the boundary with plots of two storey dwellings approved as part Phase 1. The scale of the proposed dwellings in this Reserved Matters application would relate satisfactorily to the scale of properties in Phase 1. There would be gardens backing onto each other, which would contribute to achieve a satisfactory relationship between buildings.

The Northern end of the application site would mainly have 3 storey dwellings which face North towards the parcel of land where Phase 3 would be constructed. They would not give raise to any concern in terms of their scale as they would be facing the land where educational uses would be located, and as such there would be a more spacious feel to that edge of the site.

Finally, the eastern end of the site is where the 2x three storey blocks of flats are proposed. This section of the site would also contain two storey houses situated West of the flats and in between them. The distances and spaces in between buildings as well as their different orientation would provide a satisfactory interaction of scale and height. The blocks of flats would adjoin the woodland edge with the section of Bramshot Lane further east which slopes up to cross over Ively Road.

In relation to the surrounding land uses beyond the site, there is a woodland edge to be retained between the proposed housing and the Ively Road. The nearest buildings are located some distance away from the South and South East of the site. They are on the Southern side of the Ively Road. The development would not be read in context with either of these sites and therefore the scale proposed would be acceptable in the wider setting.

The scale of the proposed buildings in this phase complies with the requirements of the approved parameter plan allowed as part of the outline application and all buildings proposed would have a height lower than the maximum 13m allowed. Adopted policy SS2 of the adopted HLP32 does not specifically refer to scale, however the buildings as proposed would contribute to achieve a well-designed development, which meets the requirement of this HLP32 local policy and paragraph 127 of the NPPF. Therefore the scale of the proposed development is acceptable.

Layout

The approved Design Code defines a number of distinct character areas across the entire development. Of particular relevance to this application are the character areas that specifically relate to Phase 2. The approved character areas are:

- Green Routes and Spaces
- Woodland Edge
- Homezones and Mews Streets.

The drawings below show the Character Zones for this phase along with how these fit into the wider development.



PHASE 2 OVERLAID ONTO ILLUSTRATIVE CHARACTER AREA PLAN
Figure 3 Character areas – Phase 2



ILLUSTRATIVE CHARACTER AREA PLAN



Figure 4 Character areas - Hartland Village

The layout has been designed to comply with the Approved parameters in the outline permission and in particular the Approved Design Code. Each of the Character areas have different characteristics defined and these must be carried across the entire development.

Green Routes and Spaces

This Character area is designed to link into the wider network of open space that runs through the site. For example, the area to the north west of the phase links directly into Phase 1 and the linear park area that forms an important part of the wider network of green routes and public open spaces within the wider site. Whilst still being landscape led, this part of the site would be more formal with strong building lines with the roads being Primary Streets and Green Avenues.

The layout of these parts of this phase accord with the parameters set out in the Approved Design Code.

Woodland Edge

The Woodland Edge is consistent with the requirements of the Design Code, it has a more

informal building line with properties largely fronting onto the woodland area. Footpaths are proposed through the woodland edge and this area will be available for public access. It is therefore important that there are active frontages that engage with rather than turn their back on the public open space. Block B is located within this character area. The main entrance to this block does not face the woodland edge but rather faces the car parking area. However, amended designs have been received to ensure that the elevations facing the woodland edge are visually attractive. It should be noted that there is also a pedestrian access from Block B onto the Woodland Edge.

The Police Design Advisor raised concerns about the location of parking areas adjoining the Woodland Edge to the East and stated that Woodland Edge to the South is not well overlooked. Nonetheless, the sections of parking areas adjoining this green buffer would be demarcated with a mixture of hedging and shrub planting, with reference to above, they would be overlooked by the flats and dwellings they serve. Moreover, the Woodland Edge to the south is overlooked by the houses along that edge of the site which front onto the woodland, as such there would be a good level of natural surveillance.

This area of the development is designed to be the least dense part of the site as it transitions from the woodland edge into the development.

The layout and character of the woodland edge complies with the requirements of the approved Design Code.

Home Zones and Mews Streets

These parts of the site would link the Green Routes and spaces to the Woodland Edge Character Area. The road network is largely described as tertiary streets where there is a tighter urban grain with higher levels of on-street parking or parking areas located at the front of dwellings.

The layout of this part of the site accords with the parameters agreed in the Approved Design Code.

In addition to considering whether the layout accords with the requirements of the Approved Design Code and parameter plans, it is necessary to consider the detailed elements of the layout.

The phase has been designed so that it integrates into Phase 1 through the network of roads and footways. There is a clear distinction between the character areas and the hierarchy of road networks. Private rear amenity space is well defined and enclosed by strong boundary treatments including fences and walls. The Police have also raised concerns that front garden areas are not marked by 1.2m high boundary enclosures however the open plan form of the development is preferred in terms of the residential character of Phase 2. The distinction between private and public space is also clearly defined with landscape features.

The block of flats sited on the Eastern end of the layout contributes to provide a clear definition to the development which respects the green buffer along the South/East perimeter of this phase. They also contribute to provide a good level of natural surveillance to the woodland edge and would contain defensive planting along their East and South elevation. The footpath proposed along this green buffer, which would connect to future phases of the development, would also be well overlooked by residential units of the flats at different levels.

The properties have been designed with sufficient private amenity space with window to window distances being adequate so avoid unacceptable levels of overlooking. There are changes in levels across the development and the dwellings and their plots have responded to this appropriately.

It is also noted that the varying siting and orientation of buildings to different streets and oblique relationship, in some instances, all would contribute to an acceptable relationship between buildings and their amenity spaces. The public realm is well defined and overlooked by the buildings. The front gardens, soft landscaping areas interspersed between groups of car parking bays would provide an attractive pattern of streets and footpaths

The layout of Phase 2, therefore, would comply with the Design Code approved with the outline permission, as it integrates the Green Routes, Woodland Edge and Home Zones as indicated in the approved document. It provides a suitable public realm with a mixture of driveways, front gardens and footpaths that are overlooked and well defined with robust boundaries and soft landscaping. Planning policy SS2 of the HLP32 requires that the development is well designed and includes appropriate landscaping, address the treatment of the site's boundary and the achievement of good design. All of which are considered to have been incorporated in the development proposed to achieve compliance with this adopted local policy.

Appearance

Building Types

As stated above, the overarching Design Code sets out that the 3 different character areas contained in Phase 2 (Green Routes, Woodland Edge and Home Zones) should contain a mixture of apartments, detached, semi-detached, detached and terraced properties, as shown in Figure 5 below. This approach would provide streets with varying frontages, scale and features in the front elevations, all contributing to a high-quality residential environment. Phase 2 would provide with the building types agreed.



Figure 5 Design Code - Building Types.

Architecture

The architectural styles required by the overarching Design Code included mews streets, Georgian styles, traditional town houses and traditional rural styles, which are shown in the extract below.

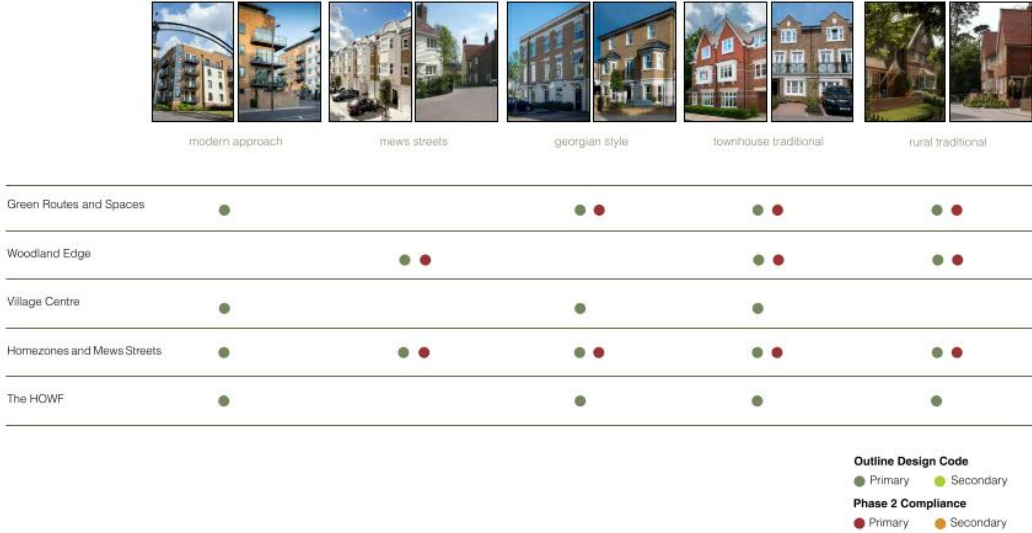


Figure 6 Design Code - Architecture.

Phase 2 is comprised of mews style properties, traditional rural and traditional townhouses. The detailed residential design in Phase 2 contains 8 different housing types that would comply with the above requirements as set out in the Design Code. They would feature traditional dual pitch roofs, dormers/half dormers, gable ended roofs and sash windows to name a few. Examples of the housing types proposed are below.



Figure 7 Housing styles proposed.

The architecture, housing styles and forms (all compliant with internal housing standards) would all meet the requirement of the Design Code. Variations in some of the above properties is further proposed with materials of different colours/tones. Some of these housing types have been purposely designed for corners to provide a better interaction with the different roads they are facing.

With regards to materials, the Design Code approved at outline stage comprises a variety of bricks (red/orange and yellow tones), timber effect, glass, slate tiles and clay tiles to be incorporated in the buildings from each development phase. They would provide consistency across the wider development, whilst adding variation when combined in a different manner. The materials would contribute to a varied appearance and treatment of elevations and buildings, which ultimately would provide streets with character.

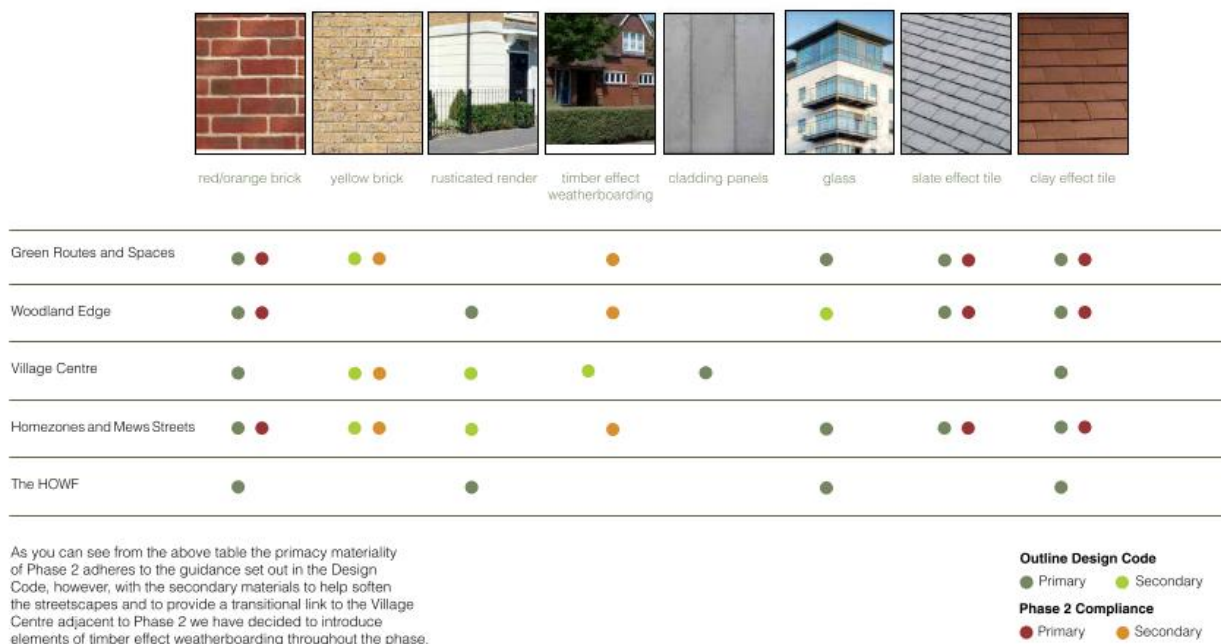


Figure 8 Design Code - Palette of Materials

The architecture, style of buildings, their materials and overall appearance would comply with the parameters set out in the Design Code approved with the outline application. Phase 2 would also comply with local policy SS2 of the adopted HLP32, which requires Hartland Village to be well designed. The proposed details relating to Appearance are therefore acceptable.

Landscaping

Whilst landscaping is a reserved matter, there are also conditions imposed on the outline planning permission that deal with some of the specific details such as planting plans that would include plant types and planting densities. In addition there are conditions that deal with the maintenance of the Woodland Edge. Below the landscaping is broken down into two distinct elements; the Woodland Edge and the internal landscaping scheme.

Woodland Edge

The overarching landscaping matters consented in the outline planning permission related to the woodland edge and agreed indicative tree removal/retentions in the site in plan below (red- removal, green retention). There were three principles relevant to the area of the site where Phase 2 is located, which relate to the woodland edge found along the South boundary adjoining Ively Road, these are:

- Woodland edge to be irregular
- Development set back from woodland edge to south to minimise impacts on amenity.
- 20m landscape buffer to maintain sylvan backdrop and appearance from the road.

These principles are graphically represented in the figure below.

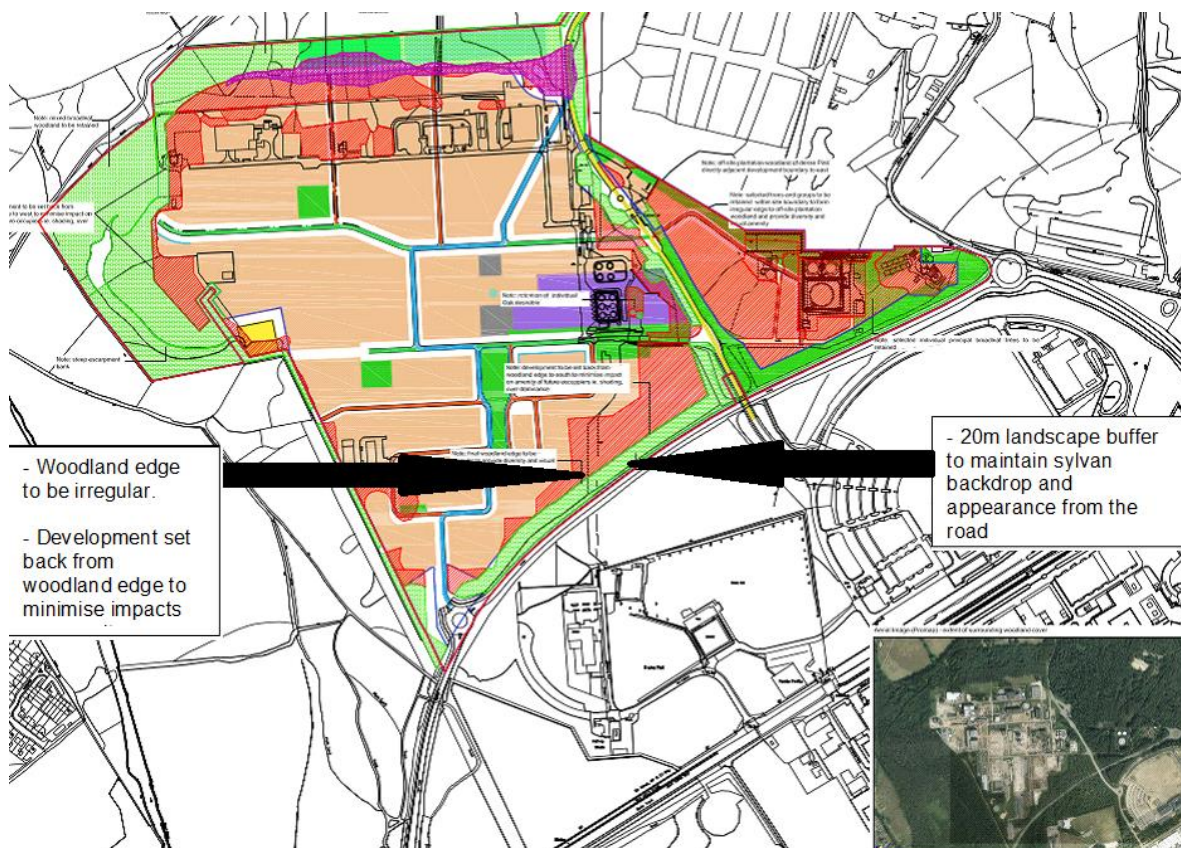


Figure 9 Outline - Illustrative tree removal/retention

The development proposed for this Phase would comply with the above principles as the woodland edge would be maintained, houses are set back from it and the woodland would present a gentle irregular edge despite adjoining a residential road. The above principles are therefore complied with.

Figure 10 below shows how Phase 2 is complying with the above principles.



Figure 10 Woodland edge and Phase 2

The outline permission only dealt with principles to maintain a green buffer along most of the perimeter of the wider site. A planning condition was imposed to secure an appropriate management and specific thinning, clearance and re-stocking of woodland edge. The planning condition requires such details to be submitted before the commencement of each relevant development phase. The development proposed complies with the above principles and therefore detailed woodland management information is not necessary as part of this reserved matters. It is noted that the Council's Landscape Architect and Tree Officers are raising concerns with the details proposed. Their objections relate to the level of information provided at this stage in relation to the management of the woodland edge and specifically to replacement tree planting. However this is not a matter that needs to be dealt with through this reserved matters application.

Landscaping of the Development

The Design Code approved for the outline permission sets out the planting requirements for the development comprising street trees, ornamental shrubs, hedging, woodland trees and wildflower/meadow grass. This Reserved Matters application is accompanied by hard/soft landscaping plans that comply with the requirements of the Design Code. The public realm in the development would feature soft landscaping areas throughout. This would contribute to relate the development in a better manner to the woodland edge and wider green context of the area. The soft landscaping in the frontages of the plots would maintain a green setting and character along the network of streets.

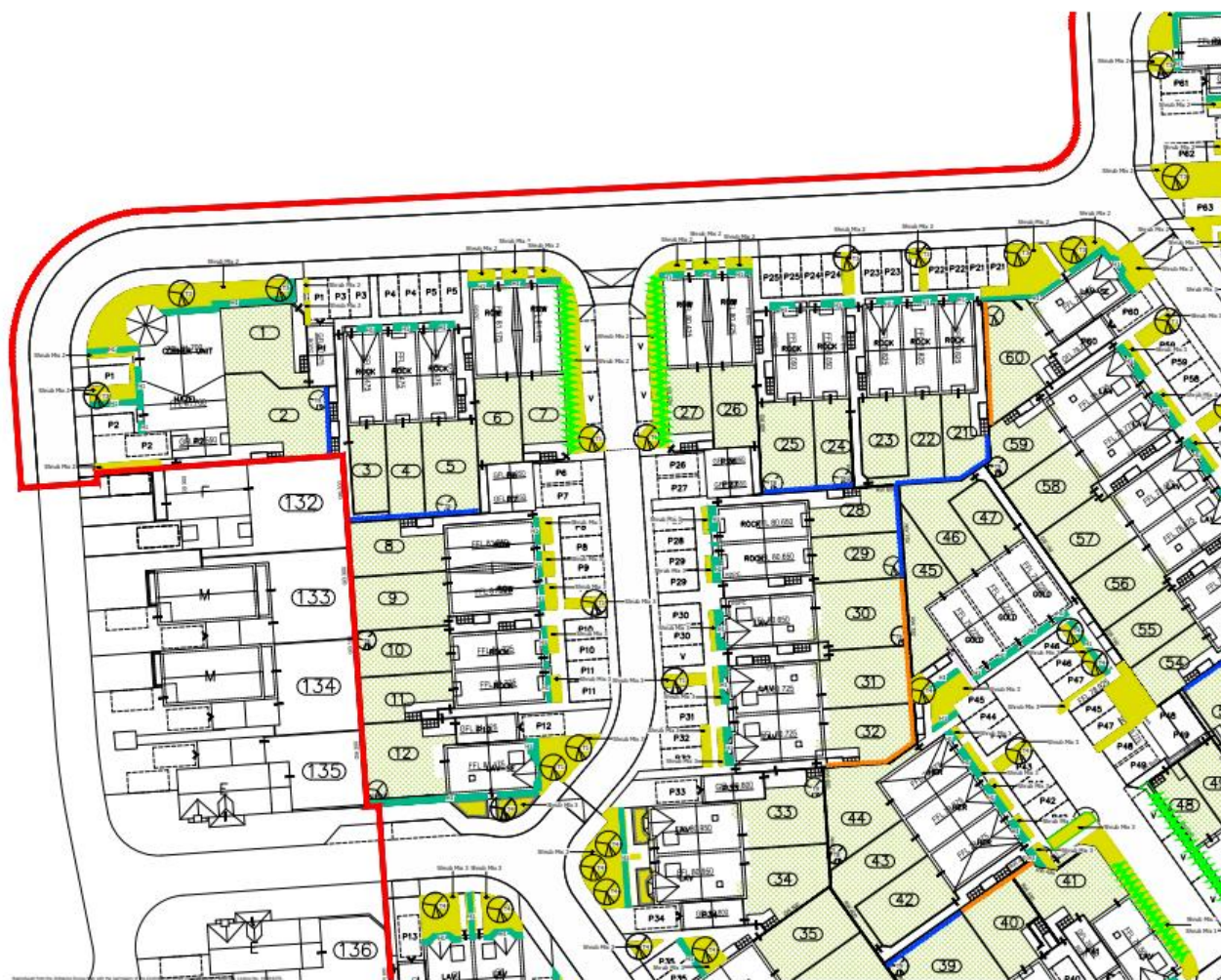


Figure 10 Soft Landscaping in public realm and gardens (site extract).

The soft landscape strategy consists of 4 different groups of mix shrubs, ornamental hedging, climbing plants and medium size trees strategically positioned in the public realm. Trees would also be planted in specific rear gardens to complement the private outdoor spaces behind the housing proposed and views achieved in between buildings from the public realm.

The hard landscaping proposed abides to the surface materials and boundary treatments agreed in the Design Code of the outline permission, which consisted of a combination of varieties of block paving and macadam in the public realm. The boundary treatments agreed in the Design Code for gardens were mainly close boarded timber fencing and a minority of brick walls, which are also included in this development Phase.

As such Phase 2 is in compliance with the soft/hard landscape principles of the Design Code of the outline permission and the objectives of adopted policy SS2 of the HLP32 that seeks to achieve appropriate landscaping for the whole of Hartland Village. The details are therefore acceptable

Density

As part of the outline application, there was a parameter plan approved setting out the maximum densities within the development. The parameter plan shows that the areas with the low/medium density are found along the perimeter of the wider site, with the areas of higher density located towards the centre of the site, where the local neighbourhood

centre, community and leisure uses would be located.

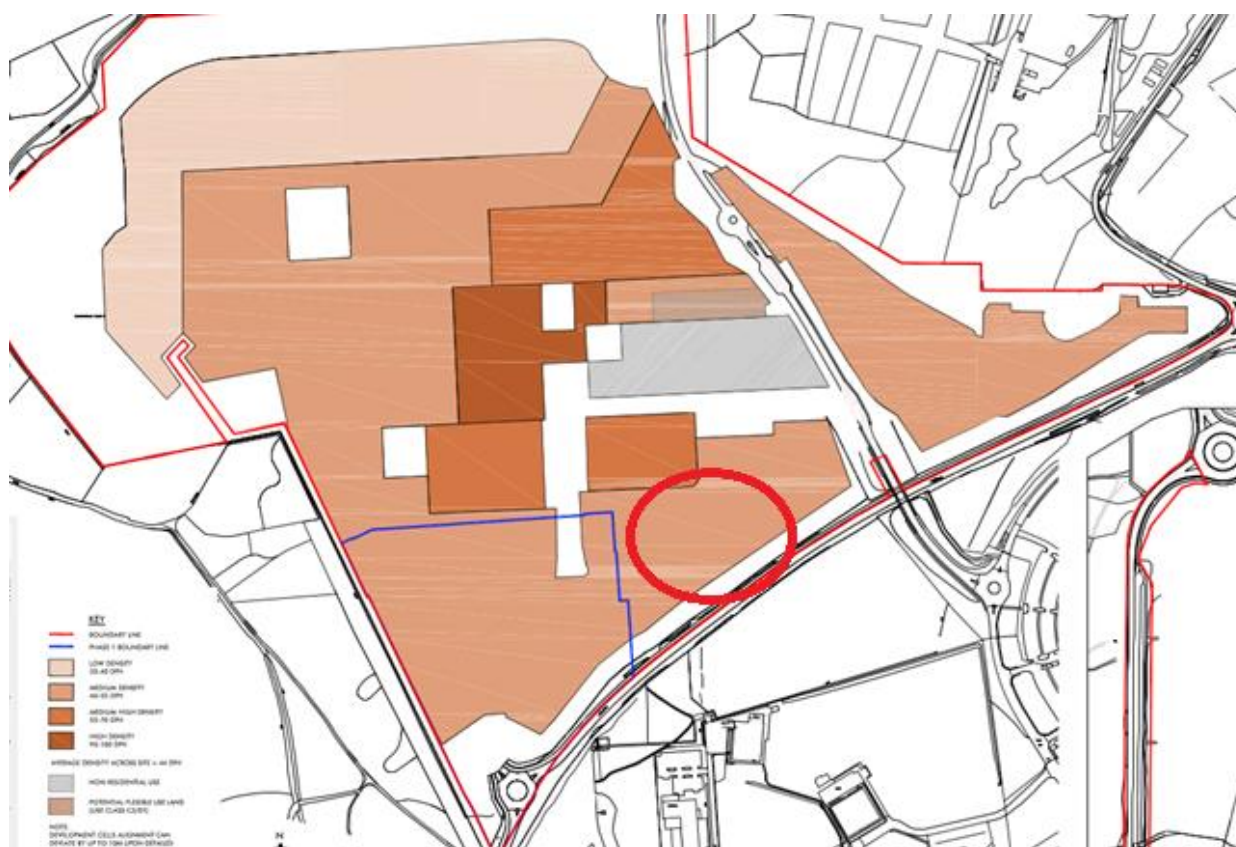


Figure 11 Parameter Plan - Density

The location of Phase 2 is indicated by the red circle in the above drawing. The density approved in this area is a maximum of 40-55 dwellings per hectare (dph), which is regarded a Medium Density Zone. The density of Phase 2 would be 43 dph, as such it would be in compliance with the parameters agreed as part of the outline permission.

Balance and Mix of Housing

The outline application approved and the indicative housing mix that supported the illustrative layout was regarded to generally accord with the guidance provided by the Strategic Housing Market Assessment 2016 (SHMA). The indicative housing mix percentages agreed were:

Table 2 – Indicative Housing Size Percentages.

1-bed units	2-bed units	3-bed units	4-bed units	5-bed units
16.47%	39.93%	21.60%	19.27%	2.73%

However, there is nothing in the outline permission specifically setting the market housing mix for each phase, instead it was agreed to leave the exact housing mix to be determined at Reserved Matters Stage for each individual phase. The 132 residential units contained in Phase 2 would provide units of different sizes, the percentages of the housing proposed are below.

Table 3 – Phase 2 Housing Size Percentages

1-bed units	2-bed units	3-bed units	4-bed units
16 units - 12%	32 units - 24%	57 units - 43%	27 units - 20%

The SHMA highlights that the higher future needs for housing in the District would be 2 and 3-bedroom units, followed by 4-bedroom units and 1-bedroom units with lowest demand. The above numbers/ percentages therefore would contribute to fulfil housing demand in the District according to the outline planning permission and the SHMA findings.

In terms of the provision of affordable housing as part of the outline application, it was agreed in the planning obligation that 20% of the overall housing provision would be affordable units (300 units). The Section 106 agreement associated with the outline permission stipulates that there should be an affordable housing provision for each phase ranging between 10% and 40%. The overall affordable housing mix is also set out in the S106 agreement although how the individual mix for each phase is not specified.

This phase provides 42 affordable units (26 affordable rent and 16 shared ownership), which amounts to 32% of Phase 2. They are located towards the Eastern end of the site (2 block of flats and houses adjoining them).

The affordable housing provision, therefore, is in compliance with the parameters of the outline permission and associated S106 agreement. Adopted policy SS2 of the HLP32 also requires there is an appropriate mix of sizes and types of accommodation, which includes affordable housing in Hartland Village with each phase making an appropriate contribution towards the overall provision. This proposal also complies with this objective.

Car Parking (Quantum)

The outline permission considered an indicative provision of 4,072 car parking spaces for the whole development, which equates to a car parking ratio of approximately 2.75 spaces/unit.

Phase 2 proposes 299 car parking spaces (253 allocated and 46 unallocated). This proposed provision would result in a car parking ratio of 2.2 spaces/unit. Whilst the levels of car parking proposed are below that previously agreed, the applicant has worked with the Council to include accessible secure cycle storage for properties.

In support of the proposed car parking provision, the applicant has analysed National Census Data (2011), which is the most up-to-date information to interrogate car ownership data. The census information show that local levels of car ownership in the post code areas in which the development site falls were below the standards used in Hart's IPS (guidance produced using census data from 2001).

The applicant also carried out car parking surveys in 2018 from March to May across 4 other residential developments/settlements to establish the typical number of spaces available. The residential developments surveyed are of similar nature to that subject to this application. The findings suggested that for larger development/settlements there was

approximately a car parking space availability level of 34%-35% and 53%-65% in the smaller residential developments. If similar car usage was reflected in Harland Village as a whole, it states, that it would equate to between 1,425- 2,646 car spaces available each day.

There were also comparisons made with other residential developments in the District. Hawley Road with 126 units and 293 car parking spaces (ratio 2.33 spaces/unit). Grove Farm with 172 units and 431 car parking spaces (ratio 2.5 spaces/unit).

Finally, the applicant also undertook a policy comparison for car parking provision between Hart and other 8 adjoining/nearby Local Authorities based on the dwellings and car parking approved in the outline permission. The results state that Hart is the jurisdiction with a higher ratio of parking standards for a development in a zone 2 at 2.87 spaces/unit and the lowest ratio at 1.64 spaces/unit.

Therefore, as result of the census information and other developments in the District that were analysed, the surveys undertaken on other residential developments/settlements and the car parking standards analysis with other Councils; the applicant is proposing the parking ratio of 2.2 spaces per dwelling in Phase 2, as opposed to the 2.75 spaces originally agreed.

The reduced number of spaces proposed allows for an improved public realm, as the space is being used to provide landscaping and a less car dominated environment. This approach has been favoured over an excessive provision of car parking. The layout demonstrates that Phase 2 would achieve a suitable level of car parking provision to serve all the dwellings proposed.

It is worth pointing out that, in addition to the above evidence for a lower standard of parking provision, Phase 2 is strongly focussed on adopting a sustainable travel approach for occupiers of the development. The location of the site, in relation to nearby larger settlements offer a unique opportunity to shift travel behaviour for prospective occupiers. The outline permission also requires, through planning conditions an implementation of an on-street car parking management scheme, which would take care of inconsiderate/dangerous parking, if it arises.

Phase 2 would incorporate a robust Sustainable Transport Strategy which would continue forward for the whole development site. There has been a variety of transport measures that have been agreed with Hampshire County Council as part of the outline permission, such as a Green Travel Plan, the hiring of a dedicated Travel Plan Coordinator, the delivery of the resident shuttle bus service, provision of sustainable travel vouchers and bespoke messaging to residents in relation to alternative travel options. There would also be a future cycle way provision to Fleet via Norris Hill Road.

The proposed dwellings in this phase would also be provided with dedicated secured cycle storage with easy access from the street frontage to facilitate and encourage the adoption of this sustainable transportation mode. Cycling has proved to be a popular transport option during/after COVID- 19 lockdown in favour of car usage, which has also been boosted by the shift to home working and company operations being performed remotely.

The phase is close to the village centre which would be located in phase 3. The applicant has stated that they will continue to promote sustainable transport modes throughout the development. This means looking at a range of sustainable transport initiatives including cycle hire, electric car charging points, car pool/sharing schemes and micro consolidation

for parcels and deliveries. This is in line with the Council’s own sustainable development and Climate Change policies as well as with National Policy.

Overall, the car parking provision in Phase 2 along with sustainable travel options and parking management measures, both secured via the outline permission, would provide a balance between a reasonable car parking provision to serve the development and sustainability objectives to achieve a sustainable development. The car parking provision on site therefore is considered to fulfil the strategic objectives of policy INF3 of the HLP32 and the National Planning Policy Framework (2019).

Building for a Healthy Life

This manual is a design tool to help create places that are better for people and nature. Paragraph 129 of the NPPF (2019) requires Local Planning Authorities to make appropriate use of available tools for assessing and improving the design of development. The NPPF specifically refers to make use of the assessment framework of the previous version of this design toolkit titled Building for Life 12.

The design of Phase 2 as part of this Reserved Matters application has been considered against three main assessment areas which break down in several considerations, these are below.

Table 4 – How the scheme addresses Building for life

Integrated Neighbourhoods	
Natural connections:	<p>Phase 2 proposes a permeable environment of streets that would connect to Phase 1 and future phases of the development, as it is part of a wider network of roads/footpaths.</p> <p>The streets in Phase 2 and adjoining development parcels would provide easy access to the local centre and school that will be provided as part of future phases. There would be a well-connected pedestrian network to open spaces & adjoining SANG, located to the eastern side of Bramshot Lane).</p>
Walking/cycling/public transport	<p>The permeability of the layout of Phase 2 and the rest of the development would provide attractive and safe walkable/cyclable network of streets that would allow residents to undertake small journeys to the facilities that would be offered in the Village.</p> <p>The wider development approved would also deliver improvements to surrounding highway/cycle infrastructure that would benefit Phase 2 and improve its connections to the surrounding settlements.</p>
Facilities/services	Phase 2 only comprises residential uses, but the wider

	<p>development would provide outdoor, school and community facilities, retail, food and other commercial uses that would contribute to satisfy the daily needs of future residents of the Village.</p> <p>These facilities would be centrally located in the wider development site, so all the residents from Phase 2 and different phases are able to access them conveniently.</p>
<p>Homes for everyone</p>	<p>It has been previously discussed that Phase 2 provides a satisfactory mix of housing of different sizes with the associated facilities they require (gardens and parking).</p> <p>Part of this provision is affordable homes that would contribute to achieve a balanced community with family and non-family accommodation of different tenures.</p>
<p>Distinctive Places</p>	
<p>Making most of what's there</p>	<p>The development as a whole takes advantage of its woodland setting. Design Codes agreed at outline stage have been respected by Phase 2 to improve on the inclusion of the natural setting and topography of the site.</p> <p>Phase 2 would be respectful of the green buffer on the perimeter of the site which would contain a trail connecting other green spaces beyond this proposal, for the benefit of the residents of the development.</p>
<p>Memorable character</p>	<p>Phase 2 would follow agreed Design Codes that provide the framework to achieve a well-designed residential environment. It would have different housing styles and high-quality architecture. The use of robust materials with different colours/tones and textures would complement the overall character of the subject development. All of the above elements contribute to a high quality and strong local residential character.</p>
<p>Well defined streets/spaces</p>	<p>The network of streets proposed in conjunction with the arrangement, siting, scale, orientation of dwellings/flatted blocks along with boundary treatments; would all provide the streets and public realm of the development a good level of definition of public and private spaces.</p> <p>The variation in elevational designs of the buildings and detailed features in the frontages would provide</p>

	attractive streets. They would be complemented by the diverse surface materials and planting which would all contribute to define semi- private spaces.
Easy to find your way around	Phase 2 incorporates character areas where the streets characteristics differ from each other. Different dwelling typologies and landscaping would help to locate directional cues to move not only around the residential environment in phase 2 but also to find directions to the local facilities that would be provided in the wider development.
Streets for All	
Healthy streets	<p>The street network in Phase 2 is proposed to facilitate access to all highway users. They would feature shared space sections and their geometry and raised tables would act as traffic calming features that are satisfactory integrated into the road network.</p> <p>The housing proposed overlooks the streets to provide a sense of security to highway users.</p>
Cycle/car parking	<p>Phase 2 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 to the public realm.</p> <p>Secured cycle stores are conveniently located to the side of the dwellings with easy access to their frontage to encourage residents to use this alternative mode of transport.</p>
Green/blue infrastructure	<p>The development follows agreed Design Codes for landscaping which purpose is to enhance the green setting/ecology that the woodland edge provides to the development.</p> <p>The inclusion of a footpath in the woodland edge, overlooked by the residential buildings, would interconnect the different phases and the adjoining SANG in a safe manner to take advantage of existing natural features.</p>
Back of pavement/front of home	The public realm Phase 2 provides defined frontages

	<p>which are suitably defined with the car parking spaces, green areas between them and hedging/ shrub planting. 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, hedges and climbing plants that soften views and add to the variety of features in the streets.</p>
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The above table demonstrates that the detailed design of Phase 2 has taken on-board the considerations of Building for a Healthy Life to achieve a good residential environment and as such there are no concerns in this regard.

Other Matters

There are a number of objections that have been made in relation to this application including several from Members of the public.

Most of the concerns raised relate to matters that would have been dealt with during the assessment of the outline application, e.g. traffic generation, infrastructure, land contamination, overall ecological/biodiversity impacts, settlement boundaries.

The only relevant concerns particular to this application relate to the percentage of affordable housing Phase 2 would deliver and the parking provision. However, both matters are discussed in detail above.

It is also noted that Natural England raise concerns relating to the delivery of the SANG; this was dealt with when the Outline Planning permission was granted and is not a matter for consideration under this application. However, it can be confirmed that phase 1 of the SANG which comprises the bulk of the SANG land is open for public access although there will be ongoing works before it is completed.

CONCLUSION

The approval of outline planning permission (ref: 17/00471/OUT) agreed a set of parameter plans for the whole masterplan of the development. They included provision of specific land uses, building heights, residential densities and principles for the protection of the existing green infrastructure around the site, which provides a mature soft landscape edge to the development.

The Design Code approved as part of this outline permission also set out the streets/building characteristics, architecture/design details of buildings, external materials and landscape requirements to achieve a high-quality development with strong local character. The implementation of all the above agreed measures would secure a coherent development across the many construction phases which would ultimately provide a unique identity to Hartland Village.

The Phase 2 of the development, which is subject to this Reserved Matters application, has been assessed to be compliant with all the above parameters and design requirements and tools available. The scale, layout, appearance and landscaping of the

proposal follow the set quality standards of the outline which would result in a residential environment of a good quality. The development would also have an acceptable density, housing mix and car parking provision that would complement the residential character intended.

Therefore, having taken into account all the material considerations involved in this case, the representations received in objection to the proposal, the details submitted to address the reserved matters and the objectives of the relevant policies of the adopted HLP32, for the Phase 2 of Hartland Village would be a sustainable development that would add positively to the locality and would integrate satisfactorily to the wider development site, as per approval at outline stage. The layout, scale, appearance and landscaping would accord with the policies of the adopted HLP32 mentioned in this report and the National Planning Policy (2019).

RECOMMENDATION

That the Head of Place be authorised to **GRANT** planning permission subject to the following conditions:

CONDITIONS

- 1 The development for phase 2 hereby approved shall be begun before the expiration of three years from the date of this planning permission

REASON: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended) and to prevent an accumulation of unimplemented planning permissions.

- 2 The development hereby permitted shall be fully implemented in accordance with the following plans/documents (including any mitigation/enhancement recommended therein):

Plans:

Site wide:

2820-A-1000 Rev. PL-B (Site Location Plan),
2820-A-1005 Rev. PL-E (B/W Site Layout),
2820-A-1700 Rev. PL-D (Refuse Strategy Plan)
2820-A-1701 Rev. PL-D (Parking Allocation Plan),
2820-A-1702 Rev. PL-D (Tenure Distribution Plan)
2820-A-1703 Rev. PL-D (Boundary Treatment Plan)
2820-A-1704 Rev. PL-D (Site Levels Plan)
2820-A-1705 Rev. PL-D (Materials Distribution Plan)

Houses:

2820-C-3011 Rev. PL-C (Plots 62-63 – Hazel Semi – Floorplans/Elevations)
2820-C-3012 Rev. PL-C (Plots 61– Hazel Detached – Floorplan/Elevations)

2820-C-3020 Rev. PL-D (Plots 15-16, 24-25, 48-49, 50-51, 99-100 – Rockport Semi – Floorplans/Elevations)
2820-C-3021 Rev. PL-C (Plots 10-11, 28-29, 54-55, 77-78, 79-80 – Rockport Semi – Floorplans/Elevations)

2820-C-3023 Rev.PL-C (Plots 39-40, 85-86 – Rockport Semi – Floorplans/Elevations)

2820-C-3024 Rev.PL-C (Plots 3-5, 21-23, 66-68, 71-73, 82-84 – Rockport x3 – Floorplans/Elevations)

2820-C-3031 Rev.PL-B (Plots 6-7, 8-9, 26-27 – Rowan Semi – Floorplans/Elevations)

2820-C-3040 Rev.PL-C (Plots 13-14, 33-34, 58-59 – Lavender Semi – Floorplans/Elevations)

2820-C-3041 Rev.PL-C (Plots 17-18, 74-75 – Lavender Semi – Floorplans/Elevations)

2820-C-3042 Rev.PL-B (Plots 31-32, 56-57, 64-65 – Lavender Semi – Floorplans/Elevations)

2820-C-3043 Rev.PL-D (Plots 41, 76 – Lavender Detached – Floorplans/Elevations)

2820-C-3044 Rev.PL-C (Plot 30 – Lavender Detached – Floorplans/Elevations)

2820-C-3045 Rev.PL-C (Plots 12, 60 – Lavender - SE Detached – Floorplans/Elevations)

2820-C-3050 Rev.PL-C (Plots 45-47 – Goldfinch x3 – Floorplans/Elevations)

2820-A-3062 Rev.PL-C (Plots 35-36, 37-38 – Denbigh Semi x2 – Floorplans)

2820-C-3063 Rev. PL-D (Plots 35-36, 37-38 – Denbigh Semi x2 – Elevations)

2820-C-3125 Rev.PL-C (Plots 42-44.-Herrington x3 – Floorplans/Elevations)

2820-C-3126 Rev.PL-C (Plots 52-53, 69-70.-Herrington Semi – Floorplans/Elevations)

2820-C-3127 Rev. PL-D (Plots 19-20, 97-98.-Herrington + Herrington -SE – Floorplans/ Elevations)

2820-C-3128 Rev. PL-D (Plot 81.-Herrington Detached – Floorplans/Elevations)

2820-C-3130 Rev. PL-A (Plots 1-2– Turret + Hazel – Floorplans/Elevations)

2820-A-3200 Rev.PL-C (Plots 121-132 – Block A – Floorplans)

2820-C-3201 Rev.PL-C (Plots 121-132 – Block A – Elevations)

2820-A-3210 Rev.PL-C (Plots 101-114 – Block B – Floorplans)

2820-C-3211 Rev.PL-C (Plots 101-114 – Block B – Elevations)

2820-C-3220 Rev.PL-B (Plots 91-92 – 3B5P AFF SEMI – Floorplans/Elevations)

2820-C-3221 Rev.PL-B (Plots 93-94, 95-96–3B5P-AFFSEMI – Floorplans/Elevations)

2820-C-3230 Rev. PL-A (Plots 87-88, 88-89–3B6P-AFFSEMI- Floorplans/Elevations)

2820-C-3250 Rev. PL-A (Plots 115-120 – 2B4P -AFF SEMI–Floorplans/Elevations)

Streetscenes:

2820-C-1200 Rev. PL-C (Proposed Street Scenes A-A, B-B, & E-E),

2020-C-1201 Rev. PL-C (Proposed Street Scenes C-C, D-D, & F-F),

Soft landscape:

BTW-02-LA-ZZ-01-1030 Rev.P4 (Sheet 1 of 6)

BTW-02-LA-ZZ-01-1031 Rev.P4 (Sheet 2 of 6)

BTW-02-LA-ZZ-01-1032 Rev.P4 (Sheet 3 of 6)

BTW-02-LA-ZZ-01-1033 Rev.P4 (Sheet 4 of 6)
BTW-02-LA-ZZ-01-1034 Rev.P4 (Sheet 5 of 6)
BTW-02-LA-ZZ-01-1035 Rev.P4 (Sheet 6 of 6)
BTW-02-LA-ZZ-01-1036 Rev.P2 (Planting Schedule)

Hard Landscape:

BTW-02-LA-ZZ-01-1000 Rev. P5 (Sheet 1 of 6)
BTW-02-LA-ZZ-01-1001 Rev. P5 (Sheet 2 of 6)
BTW-02-LA-ZZ-01-1002 Rev. P5 (Sheet 3 of 6)
BTW-02-LA-ZZ-01-1003 Rev. P5 (Sheet 4 of 6)
BTW-02-LA-ZZ-01-1004 Rev. P5 (Sheet 5 of 6)
BTW-02-LA-ZZ-01-1005 Rev. P5 (Sheet 6 of 6)

Site levels:

RSK-02-C-ZZ-STP-7001 Rev. P03 (Site Levels Sheet 1)
RSK-02-C-ZZ-STP-7002 Rev. P03 (Site Levels Sheet 2)
RSK-02-C-ZZ-STP-7022 Rev. P03 (Geometric Road Layout)
RSK-02-C-ZZ-STP-7080 Rev. P02 (Highway Adoptable Areas)
RSK-02-C-ZZ-STP-7030 Rev. P03 (Kerb Plan)
RSK-02-C-ZZ-STP-7031 Rev. P03 (Site Wide Sections Sheet1)
RSK-02-C-ZZ-STP-7032 Rev. P03 (Site Wide Sections Sheet2)

Drainage:

RSK-02-C-ZZ-STP-7061 Rev. P04 (SUDS Strategy Plan)
RSK-02-C-ZZ-STP-7062 Rev. P04 (Site Drainage Sheet 1)
RSK-02-C-ZZ-STP-7063 Rev. P04 (Site Drainage Sheet 2)
RSK-02-C-ZZ-STP-7064 Rev. P01 (Catchment Plan)

Documents:

Design Code Compliance ref: 4000-PL (dated August 2020) prepared by Omega Architects
Planning Statement (dated August 2020) produced by Barton Willmore
Arboricultural Impact Assessment ref: TF/DR/1124 Rev. B (Dated August 2020) produced by tree: fabrik
Landscape Concept Design produced by St Edwards
Ecological Assessment (dated July 2020) produced by Aspect Ecology
Technical Briefing Note (dated July 2020) produced by Aspect Ecology
Transport Statement (dated August 2020) produced by Vectos
Sustainable Transport Note (Dated August 2020) produced by Vectos
SUDS Management Strategy (November 2020) produced by RSK
Technical Surface Water Drainage Note (dated November 2020) produced by RSK
Surface Water Drainage Calculations (dated November 2020)
Silva Homes Letter (dated November 2020)

REASON: To ensure that the development is carried out in accordance with the approved details and in the interest of proper planning.

- 3 Notwithstanding the information submitted with this application, the bathroom windows of each dwelling hereby approved shall only contain frosted glass (of Pilkington Glass Level 3 or above, or equivalent) and shall thereafter be retained as such.

REASON: To protect residential amenity of neighbouring occupiers and to satisfy policy NBE9 of the adopted Hart Local Plan - Strategy and Sites 2016-2032 and saved policy GEN1 of the Hart District Council Local Plan (Replacement) 1996 – 2006.

- 4 No dwelling shall be occupied until the vehicular parking associated with that dwelling, including garage and on street parking, as appropriate, has been fully completed and provided in accordance with the approved plans. The car parking provision in the development hereby approved shall be retained solely for that purpose thereafter and not for any other use.

REASON: To ensure adequate on-site car parking provision for the approved development, in accordance with policy INF3 of the adopted Hart Local Plan - Strategy and Sites 2016-2032 and saved policy GEN1 of the Hart District Local Plan 1996 – 2006.

- 5 No development, construction activities, demolition work or delivery of materials shall take place at the site except between 08:00 hours to 18:00 hours on weekdays or 08:00 to 13:00 hours on Saturdays. No development, construction activities, demolition or deliveries of materials shall take place on Sundays or Public Holidays.

REASON: To protect the residential amenity of adjoining/nearby residential occupiers to satisfy saved policy GEN1 of the Hart District Local Plan (Replacement) 1996-2006 and the NPPF.

- 6 Notwithstanding the provisions of Classes A, B, C, D E and F of Part 1 of Schedule 2 and Class A of Part 2 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 (or any subsequent order revoking and re-enacting that Order with or without modifications), no enlargement, improvement or other alteration to the dwellinghouses hereby approved under these classes shall be carried out without the prior permission of the Local Planning Authority, obtained through the submission of a planning application.

REASON: In order that the Planning Authority can properly consider the effect of any future proposals on the character and amenity of the locality and to satisfy policies SS2 and NBE9 of the adopted Hart Local Plan and Sites 2016-2032, policy 10 of the Fleet Neighbourhood Plan (2019), saved local policy GEN1 of the Hart District Local Plan 1996-2006 and the NPPF.

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, further engagement with the applicant was required and the application was subsequently acceptable.
2. The applicant is reminded that responsibilities to discharge conditions no. 12 and 14 of outline planning permission ref: 17/00471/OUT for this phase remain, regardless of plans/documents that are approved as part of this Reserved Matters approval. It will be particularly important to demonstrate that concerns raised by Landscape, Trees and Ecology as part of this application are fully addressed as

part of the discharge of the above conditions.

3. The applicant is reminded that should highway adoptions are pursued with the Local Highway Authority, the Section 38 process will need to be undertaken in addition to any planning approval that may be granted by the Local Planning Authority, and the details of this process. It is recommended to engage with the Hampshire County Council S38 team at the earliest convenience.