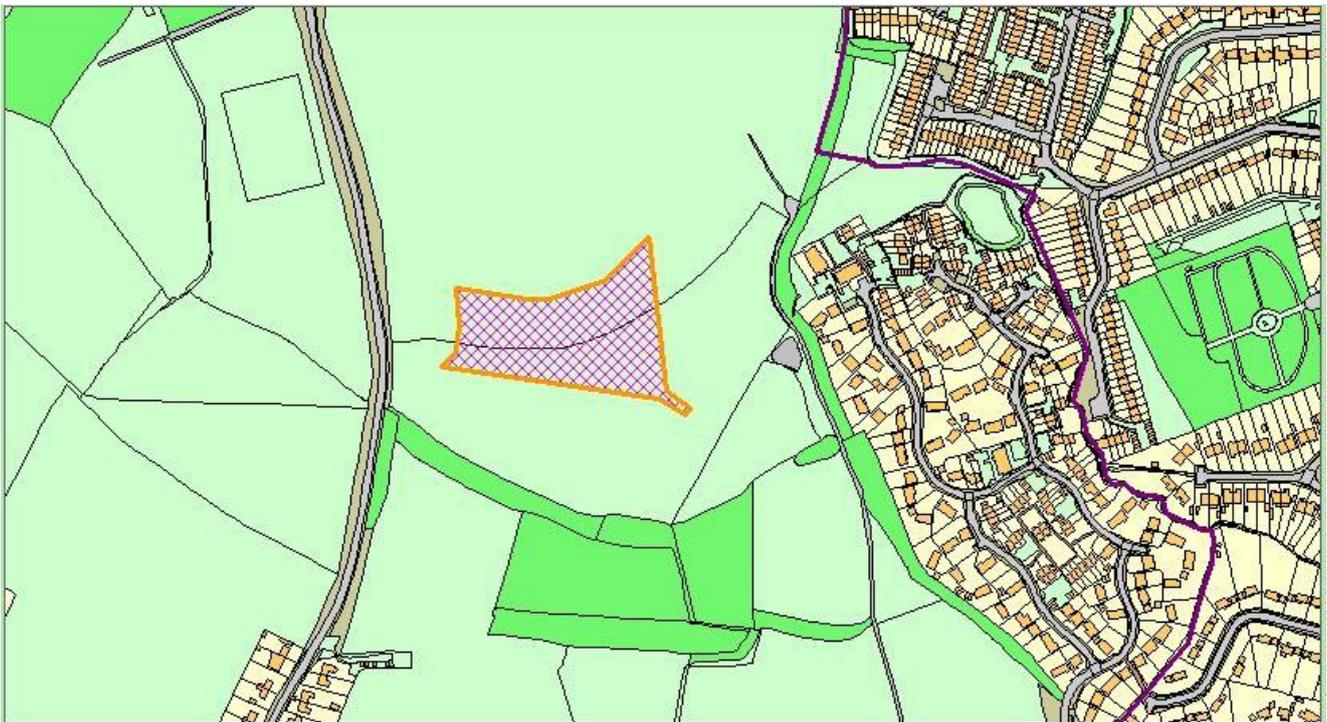


COMMITTEE REPORT

ITEM NUMBER:

APPLICATION NO.	21/01254/REM
LOCATION	Land North Of Netherhouse Copse Hitches Lane Fleet Hampshire
PROPOSAL	Reserved matters application seeking the approval of access, appearance, layout and scale of 39 residential dwellings pursuant to 16/01651/OUT
APPLICANT	Oliver Gardiner
CONSULTATIONS EXPIRY	26 August 2021
APPLICATION EXPIRY	16 August 2021
WARD	Church Crookham West and Ewshot
RECOMMENDATION	Grant



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CONSIDERATIONS

The application is brought to the Major Sites Sub-Committee in line with the Council's Constitution as it is an application for the approval of reserved matters on land forming part of a larger development for over 100 residential dwellings.

THE SITE

The site lies within the urban settlement policy boundary for Fleet. This parcel, stated as 'Phase 2A' also forms part of the wider Netherhouse Copse development, also known as 'Grove Farm'.

PROPOSAL

The proposed development seeks Reserved Matters permission for the access, appearance, layout and scale of 39 no. residential dwellings pursuant to the outline planning permission 16/01651/OUT. Access to this phase would be via a new 'spine road' to the north which would also connect to the wider site via a roundabout on Hitches Lane to the west.

RELEVANT PLANNING HISTORY

Planning permission has already been granted for the residential development of the site and the means of access to the development through the grant of the outline planning permission.

16/01651/OUT - Outline application for up to 423 residential dwellings and a community facility. Associated vehicular, pedestrian and cycle access, drainage and landscape works, including provision of public open space and sports pitches. Provision of country park/SANG as an extension to Edenbrook Country Park. Allowed at appeal on 6th October 2017.

PLANNING POLICY

Hart Local Plan (Strategy and Sites) 2016-2032

Policy H6 - Internal Space Standards for New Homes
Policy NBE2 - Landscape
Policy NBE4 - Biodiversity
Policy NBE5 - Managing Flood Risk
Policy NBE6 - Water Quality
Policy NBE7 - Sustainable Water Use
Policy NBE9 - Design
Policy NBE11 - Pollution
Policy INF3 - Transport

Hart Local Plan (Replacement) 1996-2006 Saved Policies

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

Crookham Village Parish Neighbourhood Development Plan 2016-2032

Policy BE02 - General Design Principles, Including New Developments
Policy BE05 - Design Principles for the Netherhouse Moor Ward Character Area

Policy BE06 - Prevention of Flooding
Policy NE05 - Protecting Biodiversity
Policy TM01 - Parking Standards

NPPF 2021

2. Achieving sustainable development
4. Decision-making
5. Delivering a sufficient supply of homes
8. Promoting healthy and safe communities
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment

Other material considerations

National Planning Practice Guidance (PPG)
South East Plan 2006-2026 (Policy NRM6 - Thames Basin Heaths Special Protection Area)

CONSULTEE RESPONSES

Crookham Village Parish Council

Summary:

"OBJECTION in respect of parking provision, electric car charging point provision, unadopted roads and the parking enforcement, proximity to public transport and insufficient information relating to lighting."

Tree Officer (Internal)

There does not appear to be any direct arboricultural impacts in the proposal and in terms of the evidence presented this current phase 2A is also arboriculturally acceptable.

Hampshire County Council (Highways)

Holding Objection awaiting additional information regarding visibility splays, adoption of roads and vehicle tracking.

Dogmersfield Parish Council

Dogmersfield Parish Council does not wish to comment on this application.

Fleet Town Council

"OBJECTION

Fleet Town Council would support any concern about the under provision of parking as evidenced by recent developments such as Edenbrook's early phases and Ancells Farm where parking issues have manifested themselves in neighbour disputes, lack of access for emergency and service vehicles and general unsightliness of random parking in cul-de-sacs."

Environment Agency Thames Area

No objection. The proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

County Archaeologist

No objection. Archaeological matters were secured through archaeological conditions attached to the outline planning permission. The archaeological field work has been completed and a report and publication have been produced.

Ecology Consult (Internal)

No objection. Recommendations for standard best practice techniques set out in their ES should be followed in respect of badgers and the inclusion of swift bricks is encouraged.

Drainage (Internal)

No objection. HCC as the Lead Local Flood Authority are responsible for commenting on the proposed drainage strategy and flood risk.

Environmental Health (Internal)

No objection.

Housing (Internal)

No objection or comment as the agreed Affordable Housing Plan secured via s106 from 16/01651/OUT did not require any affordable units within this phase of development.

HCC Local Lead Flood Authority

Holding objection.

Natural England

No objection.

Streetcare Officer (Internal)

No objection. Additional information provided during the course of the application addresses previous concerns regarding swept paths, and adoptable standard of roads.

PUBLIC COMMENTS

No public representations have been received.

CONSIDERATIONS

Principle

The site lies within the settlement policy boundary of Fleet and in addition, the principle of development and the access to the site were agreed through the outline planning permission (16/01651/OUT).

The planning considerations for this Reserved Matters Application are whether the proposed residential development in this phase gives rise to a form of development which is appropriate in respect of the reserved matters being sought and it must also be confirmed that the proposal is in conformity with the outline permission parameters.

The principle of residential development on this parcel is therefore acceptable, subject to detailed considerations as set out below.

Layout

The layout proposed for this development parcel, Phase 2A, reflects the intentions set at the outline permission stage through the design code, parameter plans and concept masterplan. The concept was to create a site which becomes more rural in feel towards the south, through a reduction in density. The physical layout in terms of spacing and siting within this phase, together with the elevational design and materials treatment, are appropriate for the context. The street pattern and orientation of buildings is acceptable in urban design terms.

The outline permission (parameter plan 3) indicated the expected densities at the outline stage were of 35-46dph for the north-eastern parcel of the Phase I site (medium density) and up to a maximum of 60dph for the southern and north-western parcels of the Phase 1 site. The current Phase 2A scheme as revised proposes accords with the parameters set by the outline permission in respect of density.

Amenity for proposed future occupiers

The proposed 32 no. houses all benefit from plot sizes which are sufficient to provide rear gardens measuring a minimum of 10m in depth. As a result of the layout of the site and the relationship between spaces and buildings, each dwelling would receive sufficient light and privacy within each private amenity space to allow reasonable enjoyment of the residential gardens.

There are 7 no. apartments proposed within a 3-storey building and all upper-floor apartments benefit from generous windows with Juliette balconies. The apartments are all located within easily accessible open space on the wider development to allow future occupiers to enjoy outdoor amenities.

The relationships between the proposed houses are satisfactory with adequate separation between them and suitable back-to-back distances to prevent direct overlooking or overbearing impacts. In terms of the internal layout of units, these are also acceptable in terms of access to daylight and outlook from each habitable room. All of the proposed residential units would exceed the Nationally Described Space Standards.

In order to prevent direct overlooking between windows in properties and neighbouring gardens, it is recommended that all windows serving first floor bathrooms and en-suites are glazed with obscure glass and are top-hung only (to allow ventilation). This has been recommended as a condition to prevent the glazing being changed. To maintain an acceptable relationship between properties, additional windows at roof level through the insertion of dormer windows or rooflights under permitted development rights have been restricted by the recommended condition.

Neighbouring amenity

There will be a change in the outlook for existing properties within the vicinity of the wider development however this phase is contained within the development site and does not border the wider site. It would not be the closest built form to existing neighbouring properties to the east. In any event, the principle of housing on the overall site was accepted by the Planning Inspector when he allowed the related appeal.

The proposed layout and separation distances between existing and proposed properties would ensure that no adverse impacts would result in terms of overlooking, overbearing or loss of light for existing residential occupiers in the immediate locality.

In terms of neighbouring amenity during construction works, this was a consideration at the outline stage and a Construction Method Statement was required by Condition 6 of 16/01651/OUT. The approved details therefore apply to this phase of the development.

Flood risk

Hampshire County Council as the Lead Local Flood Authority (LLFA) have requested additional information from the applicant in terms of a technical note to update the previous Flood Risk Assessment, updated plans and calculations for drainage within the proposed layout.

The applicant is currently in discussion with the LLFA to provide the outstanding information required. A condition has been recommended to address the submission of this additional information however if the information is provided and the LLFA are satisfied in advance of the Major Sites Sub-Committee date, then it will be the Officer’s recommendation via the addendum paper that the condition can be suitably amended or removed.

Highway safety and parking

The use of the overall site for up to 423 residential units was duly considered by the Planning Inspector when assessing the allowed appeal regarding the outline application (16/01651/OUT). In the Inspector's report he fully addressed highway safety matters including access arrangements (junction and roundabout), the speed limits and speed/traffic surveys of Hitches Lane, visibility sightlines and pedestrian movements.

In terms of the internal layout the Local Highway Authority (Hampshire County Council) have commented in respect of this scheme and have raised a holding objection seeking additional information for visibility splays on individual plots, queries on adoption of roads and footways and vehicle tracking. Discussions are continuing with the Local Highway Authority in these respects and a condition has been recommended to address the submission of this additional information. As above, if the additional information is provided and the Local Highway Authority are satisfied in advance of the Major Sites Sub-Committee date, then it will be the Officer’s recommendation via the addendum paper that the condition can be suitably amended or removed.

The Hart District Council Interim Parking Standards (2008) would require a development to provide the following parking provision:

Type of Development: General Residential	Zone 2 (settlements including Fleet)
1 bedroom units	1 allocated, 0.5 visitor spaces per unit
2 bedroom units	2 allocated, 0.5 spaces per unit
3 bedroom units	3 allocated, 0.25 spaces per unit
4 or more bedroom units	3 allocated, 0.5 spaces per unit

The sizes of the proposed units would generate the following parking demand as per the Interim Parking Standards:

- 4 x 1 bed apartments; 4 allocated, 2 visitor
- 3 x 2 bed apartments; 6 allocated, 1.5 visitor
- 5 x 2 bed houses; 10 allocated, 2.5 visitor
- 20 x 3 bed houses; 60 allocated, 5 visitor
- 7 x 4 bed houses; 21 allocated, 3.5 visitor

The total parking demand for 39 units with the bedroom sizes proposed would be 115.5 car parking spaces split between 101 allocated spaces and 14.5 visitor spaces. It is evident that a scheme compliant with the Interim Standards would be visually car-dominant and as such inappropriate in terms of urban design.

As noted within the objection from Crookham Village Parish Council, the development would have a shortfall of 29.5 parking spaces in total on this phase when assessed against the Council's Interim parking standards. The Parking Standards do however state that 'If a developer considers that this would give rise to an inappropriate level of parking provision then they should provide evidence with the application justifying their position.'

The applicant has submitted a parking report to justify the level of parking provision which sets out their breakdown of allocated parking by bedroom numbers:

Dwelling Type	No. Dwellings	No. Parking Spaces	Parking Per Dwelling
1 Bed Dwelling	4	4	1
2 Bed Dwelling	8	16	2
3 Bed Dwelling	20	45	2.25
4 Bed Dwelling	7	21	3
Total	39	86	2.21

The applicant has advised that Phase 2A is a smaller scheme than that approved at Phase 1, with a higher proportion of family-sized 3 and 4 bedroom houses. They have outlined that the provision of parking spaces for 3 bedroom houses within Phase 1 was also approved below the interim parking standards provision at 2.16 spaces per unit. Compared to the Phase 1, the applicant has highlighted that this phase in fact has higher levels of parking provision for 3 bed houses to provide 2.25 spaces per 3 bed house.

The developer has emphasised within their parking justification the sustainability aims of reducing car dependency, the amount of parking proposed for Phase 2A is acceptable and any shortfall can be accommodated via public transport via walking to bus stops, cycling into Fleet, or taking buses to railway stations. They have also noted that 3 visitor spaces would be included which would be equipped with Electric Vehicle (EV) charging capabilities, that cycle parking has been included for every new home and that the recent trends show a continuation of home working.

Whilst the development provides fewer parking spaces than set out in the Council's Interim Parking Standards, the level of parking has been demonstrated by the applicant as sufficient to serve the 39 no. proposed residential units through parking assessments and robust justification. It should also be noted that the Standards were developed based on the 2001 census data relating to car ownership within the District. On this basis, it is recommended that it would be appropriate to accept the level of car parking provision put forward by the applicant.

In addition, the s106 legal agreement from the outline permission included clauses (within Schedule 6) requiring the submission of a Travel Plan prior to the commencement of development in order to address the HCC Highways concerns at the appeal stage. The clauses are extensive and require not only the agreement of the Travel Plan but also monitoring, acquisition of a Travel Plan Coordinator, remedial measures to meet targets and measures in the Travel Plan and submission of Performance Reports to the County Council. As such, it is considered that genuine delivery and encouragement of sustainable transport methods (avoiding dependence on the private vehicle) has already been secured via the Travel Plan requirements of the s106 agreement.

Therefore the amount of car parking proposed for this phase, in combination with the travel plan provisions and infrastructure improvements already secured by the outline application is acceptable and would not result in displacement of parking outside of the site. In terms of possible displacement of cars onto the highway within the site and in particular the spine road, the applicant has suggested that a Management Company would be set up to manage this potential issue.

A similar Management Company was set up in relation to Phase 1 relating to the outline permission on this site and also in relation to the original 'Edenbrook' development. These parking management successfully used by the applicant elsewhere and a planning condition has been recommended on the application.

Housing mix

The residential units comprise a mixture of 15 no. detached houses, 14 no. semi-detached houses, 3 no. terraced houses and 7 no. apartments. In order to deliver balanced and sustainable communities, the Council seeks a range of dwelling types, sizes and tenures to meet local requirements as set out in the Local Plan and in line with the aims of the NPPF 2021. This proposal would meet these aims.

This phase of development is not required to provide any affordable housing in line with the requirements of the s106 agreement.

Appearance

The design and appearance of the proposed residential units will be a mixture of two and three storey buildings. A mixture of roof designs are proposed and a number of architectural details which add variety. The main features comprise pitched roof porches and canopies and gabled roofs. The drawings illustrate that the materials palette will comprise red brick, light red brick, black weather boarding and hanging tiles for the elevational treatments and plain tile and slate tile roofs.

These materials are acceptable and a condition has been suggested to seek the submission of physical samples as finishes can vary and to secure a high quality finish of the development. In general terms, the design of the houses are of a traditional vernacular reflecting the predominantly semi-rural nature of the wider locality. The detailed design and resultant appearance of the development represents good design and accords with the approved outline permission's parameters. The appearance of the proposed houses and apartments would respect and reflect the character of the local area and would be in keeping with nearby development.

Scale

The outline permission (parameter plan 4) indicates the heights of buildings at a maximum of 3 storeys for this parcel and the proposed houses in this phase are all 2 storeys in height with the single apartment block to the north-east of the site being 3 storeys. This Reserved Matters Application meets the requirements set by the parameter plan and would have lesser visual impact than previously envisaged as the extent of 3 storey development in this phase has been reduced from the outline concept.

The proposed scale of buildings is acceptable in line with the parameter plans from the outline permission, the HLP32 and the NPPF 2021.

Other matters

The Council's Ecologist has recommended that opportunities are taken to include swift bricks on the buildings. An informative has been included to bring this biodiversity gain opportunity to the applicant's attention.

Landscaping was dealt with during the outline permission and is not a reserved matter under consideration for this application. A landscaping condition was included on the wider outline permission (Condition 16) which requires hard and soft landscaping information to be provided prior to works commencing on the relevant phase. As such, detailed landscaping information or the imposition of a landscaping condition were not required on this reserved matters application.

In addition, Condition 7 of the outline permission required the submission of landscaping levels; proposed ground levels, finished floor levels and all external hard surfaced levels and height of retaining walls prior to the works commencing on any phase. As such a levels condition is also not required at this reserved matters stage.

The Tree Officer has confirmed that the arboricultural information previously submitted with the outline permission is sufficient and no further details are required at this stage. The Tree Officer has confirmed that they raise no objection. In addition, Condition 15 of the outline permission relates to tree protection - with details including method statements being required and replacement planting information also being required where necessary. As such, a duplicate condition is not required on this reserved matters application.

Policy NBE9 of the HLP32 requires developments to be resilient and aims to reduce energy requirements through carbon reduction and utilisation of energy generating technologies. The Design and Access Statement (page 7) notes that the developer builds energy efficient homes through a 'fabric-first' approach. The developer has a company vision to become net carbon by 2040.

The operational carbon emissions of homes built by the developer have are being reduced by 40% over the period of 2019-2030 through efficiencies of building fabric and incorporation of low-carbon technologies. In addition, the developer has carbon-neutral business operations such as using biodiesel rather than gas oil during construction and using electric and hybrid machinery where possible. These measures all contribute to meeting the aims of Policy NBE9 and the sustainability aims of the NPPF 2021.

As set out above, Policy NBE11 (Pollution) acknowledges that artificial lighting can waste energy. As the application is acceptable in other respects, the Case Officer has included a condition requiring the submission of any external lighting information prior to the installation.

In determining this application the Council, as required, had regard to its obligations under the Equality Act 2010. There has been no indication or evidence (including from consultation on the application) that the protected groups as identified in the Equality Act have, or will have, different needs, experiences, issues and priorities in relation to the particular planning application. Therefore there would be no significant adverse impacts as a result of the proposed development on protected groups.

CONCLUSION

This Reserved Matters submission is in accordance with the parameter plans accepted at the outline permission stage. The details of the appearance of the development, the proposed hard and soft landscaping, the layout of the development and the scale of the development

all accord with relevant development plan policy requirements and national policy. The reserved matters scheme will deliver a high-quality residential development that would assist in meeting the District's objectively assessed housing need.

Given the above, it is recommended that the reserved matters be approved subject to conditions.

RECOMMENDATION – Grant subject to conditions.

CONDITIONS

1 The development hereby permitted shall be begun within 2 years of the date of this permission.
REASON: To comply with the requirements of Condition 3 of 16/01651/OUT and 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 approved shall be carried out in accordance with the following plans and documents:

Site Location Plan – S858_Ph2a-Slp_01
Refuse Strategy Plan– S858_Ph2a-Rm-Rs_01
Design And Access Statement Dated July 2021
Site Layout Plan S858/P2a-1-010 Rev B
Garage Plan (Sheet 3) S858/P2a-Gar/03
Garage Plan (Sheet 4) S858/P2a-Gar&Ref/04 Rev A
Plot 179 Elevations S858/P2a-1-500 Rev B
Plot 179 Plans S858/P2a-1-100 Rev A
Plot 180 Elevation Plan S858/P2a-1-501 Rev B
Plot 180 Plans S858/P2a-1-101 Rev A
Plot 181 Elevations S858/P2a-1-502 Rev B
Plot 181 Plans S858/P2a-1-102 Rev A
Plot 182 Elevations S858/P2a-1-503 Rev A
Plot 182 Plans S858/P2a-1-103 Rev A
Plot 183 Elevations S858/P2a-1-504 Rev A
Plot 183 Plans S858/P2a-1-104 Rev A
Plot 184-185 Elevations S858/P2a-1-505 Rev A
Plots 184-185 Plans S858/P2a-1-105 Rev A
Plots 185 And 186 Garages S858/P2a-1-050 Rev A
Plots 186-190 Elevations S858/P2a-1-506 Rev A
Plots 186-190 Elevations S858/P2a-1-507 Rev A
Plots 186-190 First Floor Plans S858/P2a-1-107 Rev A
Plots 186-190 Ground Floor Plans S858/P2a-1-106 Rev A
Plots 191-192 Elevations S858/P2a-1-508 Rev A
Plots 191-192 Plans S858/P2a-1-108 Rev A
Plots 193 Elevations S858/P2a-1-509 Rev A
Plots 193 Plans S858/P2a-1-109 Rev A
Plots 194 Elevations S858/P2a-1-510 Rev A
Plots 194 Plans S858/P2a-1-110 Rev A
Plots 193-194 And 214-215 Garages- S858/P2a- 1-051 Rev A
Plots 195-196 Garages S858/P2a-1-052 Rev A
Plots 195 Elevations S858/P2a-1-511 Rev A

Plots 195 Plans S858/P2a-1-111 Rev A
Plots 196 Elevations S858/P2a-1-512 Rev A
Plots 196 Plans S858/P2a-1-112 Rev A
Plots 197 Elevations S858/P2a-1-513 Rev A
Plots 197 Plans S858/P2a-1-513 Rev A
Plots 198 Elevations S858/P2a-1-514 Rev A
Plot 198 Plans S858/P2a-1-114 Rev A
Plot 199-200 Elevations S858/P2a-1-515 Rev A
Plots 199-200 Plans S858/P2a-1-115 Rev A
Block F Plots 201-207 Elevations Sheet 1 S858/P2a-1-515 Rev A
Block F Plots 201-207 Elevations Sheet 2 S858/P2a-1-516 Rev A
Block F Plots 201-207 Elevations Sheet 3 S858/P2a-1-517 Rev A
Block F Plots 201-207 Elevations Sheet 4 S858/P2a-1-518 Rev A
Block F Plots 201-207 Ground Floor Plan S858/P2a-1-115 Rev B
Block F Plots 201-207 First Floor Plans S858/P2a-1-116 Rev A
Block F Plots 201-207 Second Floor Plans S858/P2a-1-117 Rev A
Plots 208 Elevations S858/P2a-1-519 Rev A
Plots 208 Plans S858/P2a-1-118 Rev A
Plots 209-210 Elevations S858/P2a-1-520 Rev A
Plots 209-210 Plans S858/P2a-1-119 Rev A
Plots 211 Elevations S858/P2a-1-521 Rev A
Plots 211 Plans S858/P2a-1-120 Rev A
Plots 212-213 Elevations S858/P2a-1-522 Rev A
Plots 212-213 Plans S858/P2a-1-121 Rev A
Plots 214 Elevations S858/P2a-1-523 Rev A
Plots 214 Plans S858/P2a-1-122 Rev A
Plots 215 Elevations S858/P2a-1-524 Rev A
Plots 215 Plans S858/P2a-1-123 Rev A
Plots 216-217 Elevations S858/P2a-1-525 Rev A
Plots 216-217 Plans S858/P2a-1-124 Rev B
Coloured Rear Elevation Street Scene
Refuse Vehicle Tracking 6437-050

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

- 3 No development above ground floor slab level shall commence until material samples of all external finishes to be used on the buildings, means of enclosure and hard surfacing have been submitted to and approved in writing by the Local Planning Authority.

REASON: In order to secure high quality finish of the development in the interests of visual amenity in accordance with Policy NBE9 of the Hart Local Plan (Strategy and Sites) 2016-2032, Policy GEN 1 of the Hart District Council Local Plan 1996-2006 (Saved Policies), Policy BE02 of the Crookham Village Neighbourhood Plan 2016-2032 and the aims of the NPPF 2021.

- 4 No development shall commence until updated drainage information has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Lead Local Flood Authority. The details shall include but not be limited to an updated technical note to update the Flood Risk Assessment from 16/01651/OUT, updated plans and updated calculations to demonstrate the suitability of drainage within the proposed layout.

REASON: To ensure that flood risk is not increased on-site or off-site and in

accordance with Policy NBE5 of the Hart Local Plan (Strategy and Sites) 2016-2032, Policy BE06 of the Crookham Village Neighbourhood Plan 2016-2032 and the aims of the NPPF 2021.

- 5 No development for the construction of the internal roads hereby approved shall commence until details of all visibility splays on individual plots, vehicle tracking information within the internal roads have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority.

REASON: In order to ensure highway safety within the development in the interests of safety and amenity in accordance with Policies NBE9 and INF3 of the Hart Local Plan (Strategy and Sites) 2016-2032, Policies BE02 and TM01 of the Crookham Village Neighbourhood Plan 2016-2032 and the aims of the NPPF 2021.

- 6 The residential properties hereby approved shall not be occupied until a Parking Management Plan for the internal highway roads (covering the proposed streets, shared parking and turning areas as applicable) has been submitted to the Local Planning Authority and approved in writing. The Management Plan shall identify the measures, restrictions and Management Company or person(s) responsible for monitoring and preventing indiscriminate parking on the roads and streets which would otherwise hinder the free access of refuse collection vehicles and emergency vehicles.

REASON: In order to ensure that the roads within the site are free of obstruction to allow safe and suitable access for refuse collection vehicles and emergency vehicles in accordance with Policies NBE9 and INF3 of the Hart Local Plan (Strategy and Sites) 2016-2032, Policies BE02 and TM01 of the Crookham Village Neighbourhood Plan 2016-2032 and the aims of the NPPF 2021.

- 7 The allocated and unallocated vehicular parking areas and private garages hereby approved shall be used solely for the purposes of parking vehicles and cycles and shall be retained for that purpose.

REASON: To retain sufficient parking provision for the lifetime of the development and to prevent displaced parking within the wider development and onto the adopted highway in order to maintain highway safety in accordance with Policies NBE9 and INF3 of the Hart Local Plan (Strategy and Sites) 2016-2032, Policies BE02 and TM01 of the Crookham Village Neighbourhood Plan 2016-2032 and the aims of the NPPF 2021.

- 8 Notwithstanding the provisions of Schedule 2, Part 1, Classes A-C of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any Order revoking or re-enacting that Order, no roof alterations, including windows, rooflights or dormer windows, shall be installed or undertaken on the site.

REASON: To ensure sufficient parking provision to serve the development for its lifetime, to protect the amenity and privacy of future occupiers of the development and in the interests of good design and visual amenity in accordance with Policies NBE9 and INF3 of the Hart Local Plan (Strategy and Sites) 2016-2032, Policy GEN 1 of the Hart District Council Local Plan 1996-2006 (Saved Policies) Policies BE02 and TM01 of the Crookham Village Neighbourhood Plan 2016-2032 and the aims of the NPPF 2021.

- 9 All windows serving bathrooms and en-suites at first floor level and above shall be top-hung opening only and shall be glazed with obscured glass to a minimum obscurity level of Pilkington Level 3 prior to installation. Once installed the windows shall be permanently maintained with top-hung opening mechanisms only and shall be maintained with obscure glazing.

REASON: To protect the privacy of the adjoining property and to prevent overlooking, in accordance with Policy GEN 1 of the Hart District Council Local Plan 1996-2006 (Saved Policies).

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 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 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 operatives vehicles should be normally arranged on site.
- 4 The applicant is reminded of the biodiversity enhancement opportunities on the site including through the provision of swift bricks on the buildings. The Hampshire Swift Group can be contacted in this respect on 01590 622835, by visiting their website www.hampshireswifts.co.uk or via post to Orchard House, Wilverley Road, Brockenhurst, Hampshire SO42 7SP.