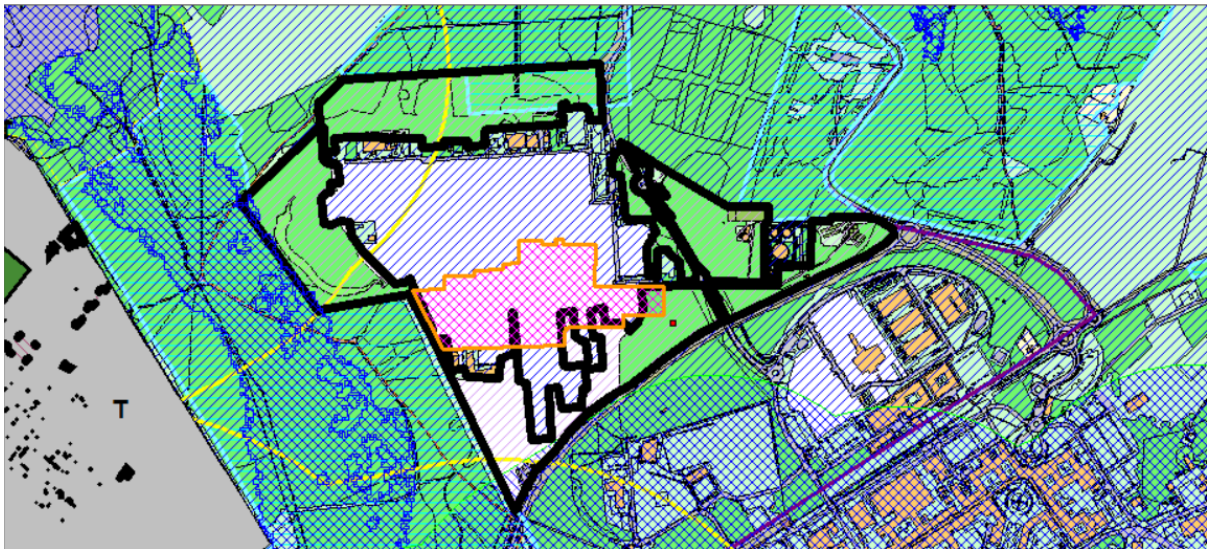


**COMMITTEE REPORT  
ITEM NUMBER: 101**

APPLICATION NO. 21/02871/REM  
LOCATION **Hartland Park Ively Road Fleet Hampshire**  
PROPOSAL Application for the approval of reserved matters for the appearance, landscaping, layout and scale pursuant to outline planning permission ref 17/00471/OUT for the erection of 331 units, retail and commercial space, a community building, with associated internal access roads, car parking, open space, landscaping and drainage  
APPLICANT St Edward Homes Ltd c/o Lichfields  
CONSULTATIONS EXPIRY 27 January 2022  
APPLICATION EXPIRY 23 February 2022  
WARD Fleet East Ward  
RECOMMENDATION **Grant**



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**Please Note: Map is not to scale**

## **1. BACKGROUND**

The application is brought to Major Sites Sub-Committee as it is a Reserved Matters Application relating to an outline permission previously brought before Planning Committee on land forming part of a larger development for over 100 dwellings.

## **2. DESCRIPTION OF THE SITE**

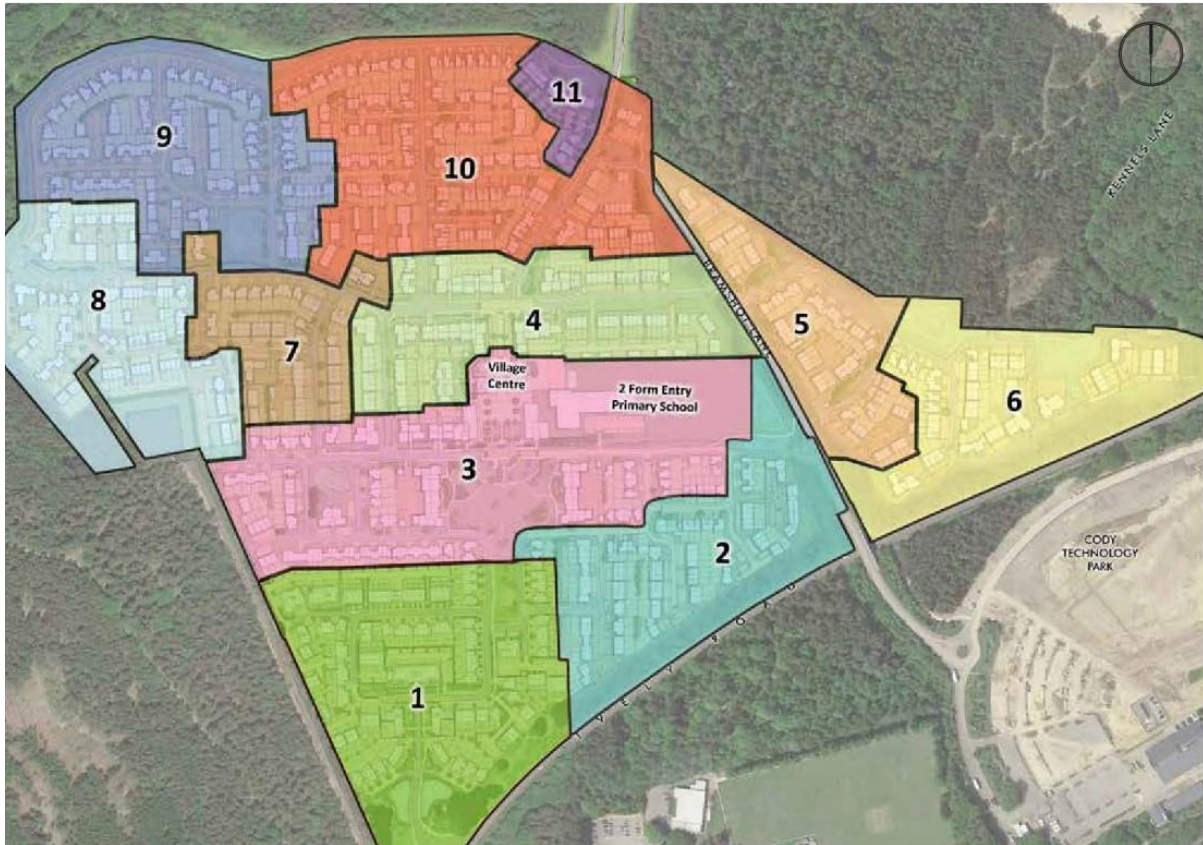
The site comprises 6.69 hectares of land and is located in the southern part of the Hartland Village development, granted under 17/00471/OUT. The Hartland Village site comprises over 55 hectares with approval for:

“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 2,655m<sup>2</sup> (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.”

This parcel of the development is referred to as 'Phase 3' of an indicative 11 phases.



*(Indicative phasing plan: design compliance document part 2)*

### 3. PROPOSAL

The proposed development is seeking Reserved Matters Approval for the Appearance, Landscaping, Layout and Scale of 331 residential units, retail and commercial space, a community building, internal access roads, car parking, open space, landscaping and drainage.

### 4. RELEVANT PLANNING HISTORY

17/00471/OUT) for the Hartland Village development. The outline component included means of access (in part) to be determined (all other matters reserved) for the erection of up to 1,500 dwellings; a local centre; a primary school; drainage works including balancing ponds; on and off-site SANG mitigation; creation of landscaping, open space and ecological habitat; 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. Granted 13 July 2018.

17/01506/FUL Change of Use of Land at Kennels Lane for use as Suitable Alternative Natural Greenspace (SANG) Granted 29 January 2018.

20/01885/REM Approval of reserved matters relating to 132 dwellings with

associated works. Granted 26 November 2020. (Phase 2).

21/01816/NMMA Minor design alterations to approved Hartland Village parameter plans and design code, as referenced in Condition 4 (Appendix 1), Condition 6 and Condition 46 to Decision Notice pursuant to 17/00471/OUT. Granted 30.07.2021.

## **5. RELEVANT PLANNING POLICY**

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

Policy SD1 Sustainable Development

Policy SS2 Hartland Village

Policy H1 Housing Mix: Market Housing

Policy H2 Affordable Housing

Policy H4 Specialist and Supported Accommodation

Policy H6 Internal Space Standards for New Homes

Policy ED1 New Employment

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 INF1 Infrastructure

Policy INF2 Green Infrastructure

Policy INF3 Transport

Policy INF4 Open Space, Sport and Recreation

Policy INF5 Community Facilities

Policy INF6 Broadband or Successor Services

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

Policy GEN 1 General Policy for Development

Fleet Neighbourhood Plan 2018-2032

Policy 10 General Design Management policy

Policy 17 Thames Basin Heath SPA Mitigation

Policy 18 Cycling Network

Policy 19 Residential Parking

The South East Plan - Regional Spatial Strategy for the South East 2009

Saved Policy NRM6: Thames Basin Heaths Special Protection Area

National Planning Policy Framework (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

Planning Practice Guidance (PPG)

The Town and Country Planning Act 1990 (as amended)

National Design Guide 2019

Department for Transport Manual for Streets 2

Hampshire Local Transport Plan (2011-31)

Hampshire County Council Companion Document to Manual for Streets

Hart Green Infrastructure Strategy July 2017

## **6. CONSULTEE RESPONSES**

### **Joint Waste Client Team (Internal)**

Final comments: Further information required relating to bin capacity and kerbside collection.

### **HCC Local Lead Flood Authority**

No objection.

### **Fleet Town Council**

The development already has outline planning.

NO OBJECTION however

Proposals have been consulted on with no significant amendment to the original proposals. Any reduction in proposed parking provision would be most unwelcome.

The style of the proposed community building with its Doric columns is not wholly in keeping with the surrounding architecture.

There is serious concern that the on-site infant school is not part of this phase of development. Delay in the provision of the local school will have impacts on the neighbouring schools and create environmental problems with children being transported to and from school.

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

Further clarification required in respect of visibility splays, swept path analysis, road safety audit for ditches and swales close to internal roads.

The following points can be clarified via condition: delivery vehicle dimensions for commercial, turning head provision, perpendicular parking bay widths, access and maintenance for swales and basins needs to be designed, prevention measures for indiscriminate parking, details of proposed footway and cycle crossings to meet LTN 1/20 guidance and consideration of site-wide street lighting.

### **Thames Water Property Services**

No change to agreed foul and surface water drainage strategy, no comment to make.

### **Environment Agency Thames Area**

No comments to make.

### **Farnborough Airport Manager**

No objection.

### **Defence Infrastructure Organisation**

Recommended condition to prevent 'birdstrike' from breeding feral geese and informative to residents to note that Pyestock Training Estate is 0.14km away with land-based operations



including use of pyrotechnics, battle lessons, engineering and soldier foot patrol. The informative should make future residents aware of potential disturbance from military activity which may be seen and heard on the application site and that noise mitigation externally may not be possible.

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

The proposed development must be constructed with due consideration to any nearby trees, to avoid development-related impact and long-term harm to the wider arboricultural amenity of the area. Note HDC policies NBE2 (Landscape) and NBE9 (Design).

The application is supported by a comprehensive arboricultural development report dated 25/10/21. The site enjoys extensive tree cover, much of which is protected by TPO HDC 1267-2008, which wraps around the perimeter of the site.

Provided that the supporting details produced by the tree report, are followed closely, this application is acceptable in arboricultural terms.

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

No objection subject to conditions to secure opening and delivery hours for commercial units; noise and odour impact assessment in terms of any mechanical plant/ ventilation/ kitchen extraction; noise and vibration impact assessment for the proposed gym use; noise impact assessment for the proposed creche use in relation to the interface between the proposed creche use and nearby residential use.

Comments made in relation to these provisions of the NPPF Paras 174 and 185.

### **Natural England**

Objection - further evidence required to justify 8.36ha of SANG per 1000 residents is sufficient mitigation.

### **Ecology Officer (Internal)**

Holding objection on grounds of bat surveys and provision of a woodland management plan required under outline condition.

### **Housing Officer (Internal)**

Concerns with affordable housing provision, accessible housing, bin and cycle storage, external space, parking and internal layouts for noise transfer.

### **County Archaeologist**

This phase is subject to the provision of the archaeological conditions attached to the outline planning permission (17/00471/OUT - condition 35). No additional comments.

### **Drainage Engineer (Internal)**

No objection in relation to drainage and flood risk subject to condition to require development to take place in line with the submitted Flood Risk Assessment and Drainage Strategy including the Proposed Drainage Strategy Plan, SuDS Management and Maintenance Plans and MicroDrainage calculations included together with the additional MicroDrainage calculations.

### **Hampshire Constabulary**

Advice provided in relation to designing out crime and anti social behaviour.

### **Hampshire Swifts**

Recommend installation of integrated swift bricks.

### **Highways England**

Reserved matters will not have a significant impact on the Strategic Road Network therefore no objections are raised.

### **Historic England**

No comments.

## **7. PUBLIC REPRESENTATIONS**

Twelve letters of objection have been received in relation to this Reserved Matters Application, summarised as follows:

- Primary school ought to be within this phase of the development
- Limited number of affordable dwellings being proposed
- Lack of wildlife corridor to connect the two SANGS
- Infrastructure cannot take the development
- Overdevelopment with an overbearing scale
- Additional light, noise and air/traffic pollution
- Adverse effect on natural environment in Fleet Pond area

One letter of support has been received, summarised as follows:

- The developer has delivered upon their original designs
- They continue to propose attractive public open spaces, community buildings and homes.
- Development has already delivered a large SANG enjoyed by new residents and local visitors
- There is a need for new homes within the local area
- New homes are more environmentally friendly than older housing stock

## **8. CONSIDERATIONS**

### **8a) Principle of Development**

The principle of development and the access to the site were agreed through the outline planning permission (17/00471/OUT). The main planning considerations for this Reserved Matters Application are whether the proposed residential, commercial and associated development as set out in this Phase 3 parcel gives rise to a form of development which is appropriate in layout, appearance, landscaping and scale (the Reserved Matters). It must also be confirmed that the proposal is in conformity with



the parameters set within the outline permission.

### 8b) Layout and Scale

The layout proposed for this development parcel, Phase 3, reflects the broad intentions set at the outline permission stage and as amended within 21/01816/NMMA in relation to the updated design code, parameter plans and masterplan. The physical layout in terms of spacing and siting within this phase, street pattern and orientation of buildings is acceptable in urban design terms. The outline permission parameter plan (2511-A-1202 Rev PLE) indicates the heights of buildings at a maximum of 4 storeys for this parcel.

The proposed houses for this phase vary between 2, 2.5 and 3 storeys in height with the apartment blocks all being 4-storey buildings. A number of mixed-use buildings within the commercial centre to the northern end of the parcel have commercial units at ground floor and residential above reaching 4 storeys. The design compliance document (page 13 of part 1) outlines that these building heights would align with the previously approved parameter plan where between 1 and 4 storeys would be included within this parcel. The proposed scale of buildings is in accordance with the parameter plans from the outline permission and acceptable in design terms in line with the HLP32 and the NPPF 2021.

The density of the proposed development equates to an average of 49.5 dwellings per hectare across the phase 3 parcel. The different density ranges fall within the guidance as set out in the Density Parameter Plan drawing no. 2511-A-1203 Rev PLE, as shown on page 12 of the submitted 'Design Compliance' document Part 1. The 'medium density' areas towards the edges of the parcel are 45-50dph and the 'medium high density' areas are 45-70dph. The central core of this parcel has a 'high density' area of 90-100dph which was envisaged at the outline stage.

Density calculations alone are a crude mathematical tool where the number of homes are divided by site size. Density calculations will not in themselves guarantee a successful urban design approach or achieve 'good design'. Successful urban design is the product of various factors including, but not limited to, quality layouts and street patterns, a diversity of land uses and appropriate open space linkages.

The commercial elements of the proposal include a community hall with an attached 'green travel hub' of 667m<sup>2</sup> Gross Internal Area (GIA); food store of 424m<sup>2</sup> GIA, gym of 462m<sup>2</sup> GIA, retail unit of 380 m<sup>2</sup> GIA, café of 115m<sup>2</sup> GIA and creche of 515m<sup>2</sup> GIA. The outline permission was for up to 2,655 m<sup>2</sup> of floorspace within retail, commercial and/ or community floorspace which was use classes A1 to A5, B1, D1 and D2 as per the previous Use Classes Order (which are now within Use Class E with the exception of A4 and A5 which have been placed into Sui Generis Use Class). This Reserved Matters Application adheres to the maximum floorspace (2,563m<sup>2</sup> proposed) and aligns with the uses previously specified.

In terms of public open space, a total of 2,100m<sup>2</sup> of space will be provided in this phase including 1,200m<sup>2</sup> of play space and a 900m<sup>2</sup> amenity. The village green multi-functional public amenity space incorporates swales which lead to a Sustainable Drainage System 'lake' with marginal planting, a gazebo plus equipped and natural areas for play. There is a flexible amenity lawn for community events and pedestrian and cycle routes running through the village green which will promote walking and cycling whilst providing opportunities for further passive surveillance beyond the 4-storey apartment buildings which are located east and west of the green.

The western green features a pond, wildflower grassland, a Local Area for Play (LAP) and a boardwalk. The village centre play area is located to the west of the school site, to the north of the creche and in close proximity of the commercial centre. The village centre play area is a traditional equipped play area aimed at younger children and is ideally placed within this parcel. The south green is positioned between the village green and the community building to the north, this will be a more formal village lawn with avenues of trees to the perimeter and will also include a central public art feature.

### 8c) Housing mix: Affordable homes

The Council's Housing colleagues have provided extensive comments in relation to the consultation on affordable homes provision within this application. Some of the comments have warranted further discussions with the developer and minor clarifications or amendments have been sought. Other requests did not justify seeking amendments or clarification as this is a Reserved Matters Application and various elements surrounding the housing mix was agreed at the outline permission stage under 17/00741/OUT.

The outline permission pre-dated the Hart Local Plan 2032 policies however the HLP32 was a material consideration at the time and the outline permission and was subject to affordable homes negotiations on the basis of development viability at that time. The s106 legal agreement signed under the outline permission requires 20% affordable homes to be provided across the entire development (of up to 1,500 homes) which equates to 300 units across all phases, plus a financial contribution for the provision of affordable homes off-site. Schedule 3 of the s106 requires that each individual phase provide a minimum of 10% and maximum of 40% to allow flexibility across phases.

The affordable homes provision in this phase is 20% in line with the legal agreement requirements. The breakdown in terms of affordable housing mix is as follows:

<b>Bedrooms</b>	<b>Affordable rent</b>	<b>Percentage</b>	<b>Shared ownership</b>	<b>Percentage</b>
1bed Flats	18	45%	6	22.2%
2bed Flats	13	32.5%	12	44.4%
3bed Flats	-	-	-	

2bed Houses	9	22.5%	-	
3bed Houses	-	-	9	33.3%
Total	40		27	
%	59.7%		40.3%	

The overall split in tenure on the site is indicated in Schedule 4 of the s106 was agreed at 64% Affordable Rent and 36% Shared Ownership but it was agreed that there could be alterations to this on a phase-by-phase basis. As such, the proposed split in this phase of almost 60% Affordable Rent and just over 40% Shared Ownership is acceptable in the context of earlier phases which were:

- Phase 1; 67% Affordable Rent and 33% Shared Ownership
- Phase 2; 62% Rent and 38% Shared Ownership

The balance of affordable homes left to deliver in future phases (phases 4 to 11) would be 66 affordable rented units and 43 shared ownership units. This would provide an early delivery of affordable housing which will help to meet the district's needs. The Tenure Plan which the applicant submitted with this Phase 3 application shows the location of the affordable housing across the parcel and this layout had been discussed at the pre-application stage, with input from the Council regarding locations being incorporated into the final layout.

#### 8d) Housing mix: Market homes

In this proposed phase, there are 264 market homes being delivered through houses and apartments. Of the market housing mix, 159 units (approximately 60%) are flats and 105 units (approximately 40%) are houses. This is considered to be an adequate mix of market houses in line with the agreed s106.

The size of the market dwellings is broken down in the table below, demonstrating that over 50% of the market homes will be 2 bedroom flats and 3 bedroom houses:

Size	Number	Percentage
1 bedroom flat	43	16.29
2 bedroom flat	88	33.3
3 bedroom flat	28	10.6
1 bedroom house	-	-
2 bedroom house	13	4.9
3 bedroom house	57	21.6
4 bedroom house	29	11
5 bedroom house	6	2.2
Total	264	

### 8e) Housing mix: Overall

The housing mix provides 105 market houses and 18 affordable houses comprised of a mixture of 37 terraced houses, 62 semi-detached houses and 24 detached houses. This is considered to be an appropriate mix of dwelling types in addition to the tenure mix set out above.

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 and aligns with the vision from the outline permission.

### 8f) Impacts upon Amenity

The proposed apartments all benefit from external space either from balconies or private patio areas. The proposed houses all benefit from external private amenity space of a suitable size and layout to allow reasonable enjoyment such as children's outside play, drying clothes, gardening and sitting outside, which would be expected activities within a private residential garden. All of the proposed homes are located within suitable proximity of easily accessible and high-quality open space on the wider development. This will allow future occupiers to enjoy outdoor amenities whether they are occupiers of a flat or house.

Policy NBE9 of the HLP32 requires proposals to take account of the health and wellbeing of future residents and visitors, taking an inclusive design approach with considerations as to how all potential users would use the new spaces (paragraph 303). Paragraph 127(a) of the NPPF 2019 requires planning decisions to ensure that developments will function well over the lifetime of the development. This aim clearly relates to use and functionality over an extended timeframe. The shape, access, layout and overall quality of external amenity space, private and public, will be determined by its ability to provide functional amenity purposes for future users.

The National Design Guide 2019 (NDG 2019) indicates that well-designed buildings should be carefully integrated within their surrounding external space and that all private external spaces should be high quality, convenient and function well with a reasonable degree of privacy (paragraph 129).

All of the proposed homes have been designed to allow suitable access to natural light in all habitable rooms. The relationships between the proposed dwellings are also 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 homes, these are also acceptable in terms of access to daylight and outlook from each habitable room. All of the proposed homes 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.

In respect of impacts on amenity from noise arising from commercial uses, the Environmental Health Officer has recommended a number of conditions be included on this application however the outline permission adequately covers noise mitigation from operating hours and deliveries as condition 45 states that prior to occupation of any building within the proposed local centre, a scheme of operating hours, servicing arrangements and external storage shall be submitted to and approved in writing by the Local Planning Authority.

In addition, in respect of noise from mechanical ventilation or extraction, condition 51 states that no fixed plant, machinery or equipment for air moving, compressors or generators shall be installed until details are first submitted to and approved in writing by the Local Planning Authority.

It is however considered to be reasonable and necessary to impose specific conditions relating to the noise and vibration impacts from the proposed gym use and noise impacts from the proposed creche use on the respective immediate residential neighbours. As such, a condition has been included.

The Defence Infrastructure Organisation (DIO) have commented on the application to request that an informative be included to make future occupiers aware that the application site is located close to a military training area, that military activity may be seen and heard in the area and that sudden loud noises may occur on the site. The requested informative also states that the mitigation of noise in external areas may not be possible and that use of the training area and ground-based activity can vary over time and this may cause disturbance. The principle of use of the site for residential and other uses with the adjacent military use of land was duly considered under the outline permission (17/00741/OUT). The suggested informative has been included.

### **a) Appearance and Landscaping**

The design compliance document (parts 2 and 3) set out the character areas, materials and building typologies to be used. The character areas include the Village Centre, Green Routes and Spaces, Woodland Edge and Home Zones and Mews Streets. These were concepts built upon from the pre-application stage following specialist input from a consultant urban designer.

The Village Centre principles are to incorporate the primary street and green avenue, incorporate high density 4-storey development in a mixed-use nature and modern materials. There are a variety of dual-fronted designs and design features to reflect the prominent position of buildings. The Green Routes and Spaces principles are to provide strong building lines adjacent to open spaces, with 3 and 4 storey medium and medium-high density development adjacent to prominent locations.

The Woodland Edge character area principles are to accommodate the tertiary streets, provide detached or semi-detached buildings at low-density and offer landscaping buffers to surrounding roads. The Home Zones and Mews Streets character areas seek to provide intimate private streets on shared surfaces at medium density with terraced and semi-detached properties.

The design compliance document outlines the building typologies include commercial, apartments, terraced, semi-detached, detached and flats over garages (FOGs). The material palette demonstrated in the detailed coding pattern book in the same document highlights the use of a mixture of materials including red and orange brick, yellow brick, rusticated render, timber-effect weatherboarding, cladding panels for elevations; glass windows and balconies, slate effect tile, clay effect tile and thatched roofs. The architectural style differs between character areas and includes a variety of modern approaches, mews streets, Georgian-inspired or classical architecture, traditional townhouse and traditional rural. The roof variety within this phase includes pitched, mansard and flat.

Condition 31 of the outline permission required on an individual phase basis that samples / details including manufacturers details of all the materials to be used for hard surface treatments, external facing and roofing be submitted for the development prior to commencement. As such there is no duplicate condition included in this report.

In general terms, the design of the houses are of a traditional vernacular, 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 respond to earlier phases of development.

This Reserved Matters application has been submitted by accompanying hard and soft landscaping plans. The proposed landscaping demonstrates trees, hedge and shrub planting, elements of play, public art, amenity grassland with some wildflower areas, block paved areas, and bound gravel surfacing which would all be appropriate for the phase 3 parcel and its relation to earlier and later phases. Phase 3 is in compliance with the soft and hard landscaping principles of outline permission and the objectives of Policy SS2 of the HLP32 which seek to achieve appropriate landscaping for the whole of the Hartland Village development. The details are therefore acceptable.

Existing trees are protected by conditions 14 and 16 of the outline permission which relate to a woodland management plan and protective fencing for trees, shrubs or other natural features not scheduled for removal within that phase.

In addition, all external lighting, levels, cross sections, crossings and road materials/footpath materials for adoptable roads are required to be submitted under condition 27 of the outline permission. External lighting was also covered by condition 34 which required a Light Management Plan.

## **b) Highway Safety, Access and Parking**

The accesses to the site have been established and agreed under the outline permission 17/00471/OUT. The impacts of the overall development of up to 1,500 homes together with a local centre and a primary school were assessed in terms of wider highway network and these were found to be acceptable subject to securing a section 106 legal agreement and the inclusion of planning conditions. The outline permission fully addressed highway safety matters including access arrangements, the speed limits and characteristics of the surrounding highway network, required visibility sightlines at junctions 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:

- Forward visibility;
- Visibility for pedestrians and cyclists at locations where infrastructure joins the carriageway and from landings;
- Conflict between a 10.2m rigid vehicle and a gate/wall;
- Overrun of footway adjacent to a 4.1m road;
- Refuse vehicle manoeuvring and frequency of occurrence;
- Start/finish locations of vehicular tracking; and
- The location of swales adjacent to internal roads.

The developer provided a Technical Note on 15 February 2022 to address these matters which the Local Highway Authority are currently assessing. As discussions are continuing with the Local Highway Authority in these respects, 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 application has been submitted together with a Parking Strategy which sets out the development would have the following parking provision:

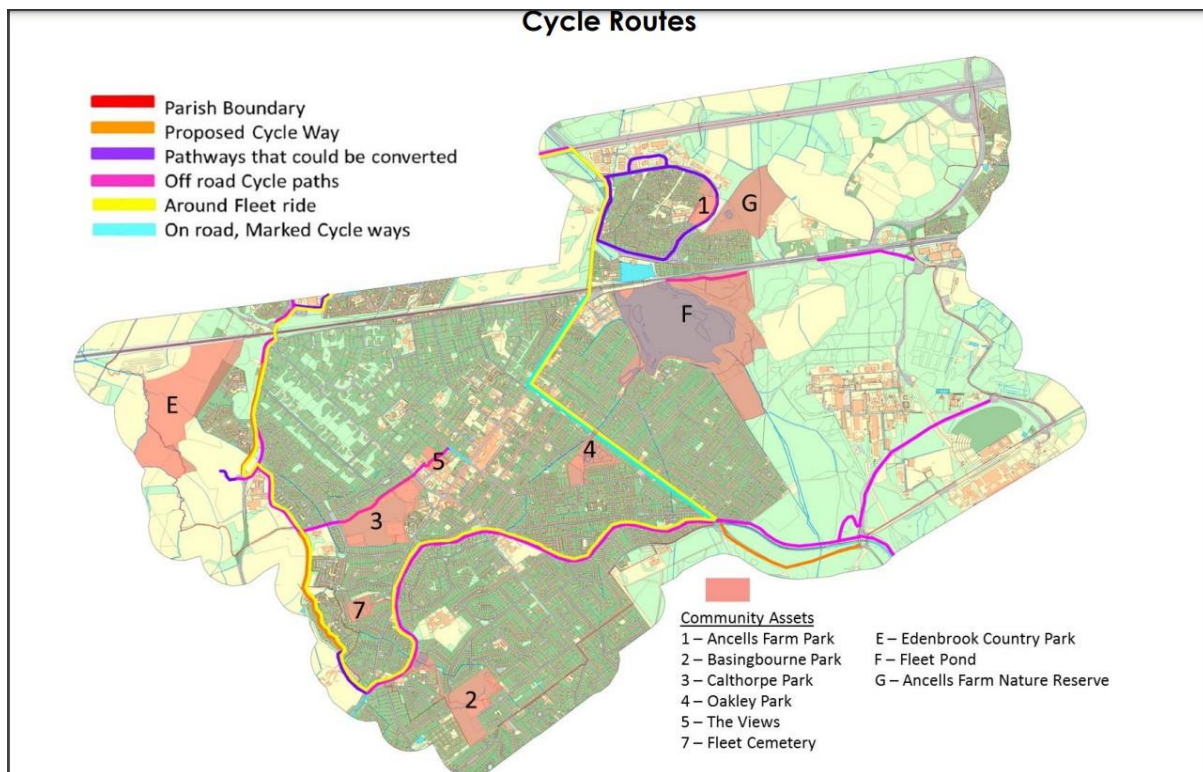
Residential allocated	Visitor	Commercial	EV Car Club	Total
594	143	31	2	770

Parking spaces are delivered in a variety of forms including driveways, garages, car ports, parking courts, on-street, undercroft and semi-basement. The Parking Strategy outlines that there is a higher car ownership in Hart and as such the applicants' transport consultants have assumed a 30% uplift from census data benchmarking. The Parking Strategy shows other Local Planning Authorities with a lower parking standard in terms of maximum standards (section 2.5.4 of the Parking Statement). The applicant has also covered the public transport options that have been secured and discussed at sections 3.4.1 to 3.4.3 of the Parking Strategy.

Phase 3 includes the provision of a Green Travel Hub which would essentially act as a sustainable transport interchange in the centre of the development, users will be able to take bus travel, leave cycles securely and there is a cycle repair location as well. The developer has emphasised within their Parking Strategy the sustainability aims of reducing car dependency on the development, the amount of parking proposed for Phase 3 is acceptable and there will be sufficient public transport options via walking to bus stops, cycling into Fleet or Farnborough, or taking buses to railway stations.

The design compliance document outlines that all homes will be provided with on-plot EV charging points. In communal car parks (residential and commercial) there will be a minimum of 20% spaces allocated for active EV charging. Secure cycle parking has been included for every new home and recent trends show a continuation of home working.

These aims for modal shift away from the private vehicle, coupled with active promotion of walking and cycling, provision of a green travel hub (including bike repairs) and focus on electric vehicle charging and car club options all align with the Council's declared climate emergency and Climate Change Action Plan 2020 – 2023. The site is well-connected to Fleet via off-road cycle paths to the south that connect with the wider routes as illustrated on the Fleet Neighbourhood Plan Policy 18 (Cycling Network):



(Fleet Neighbourhood Plan Page 47)

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 homes would generate the following parking demand as per the Interim Parking Standards:

- 67x 1 bed flats: 67 allocated, 33.5 visitor
- 113 x 2 bed flats: 226 allocated, 56.5 visitor
- 28 x 3 bed flats: 84 allocated, 7 visitor
- 22 x 2 bed houses: 44 allocated, 11 visitor
- 66 x 3 bed houses: 198 allocated, 16.5 visitor

29 x 4 bed houses: 87 allocated, 14.5 visitor  
6 x 5 bed houses: 18 allocated, 3 visitor  
Total: 724 allocated, 142 visitor

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 331 no. proposed residential units through parking assessments and robust justification. It should also be noted that the Council's Interim Standards are maximum standards which 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.

It is evident that a scheme compliant with the Interim Standards would also be visually car-dominant and as such inappropriate in terms of place-making from an urban design perspective. This was confirmed to the Council during pre-application meetings with a well-renowned urban designer.

In addition, the section 106 (s106) legal agreement from the outline permission included clauses (within Schedule 5) requiring the submission of a Travel Plan prior to the commencement of development in order to address the HCC Highways concerns. 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 which avoid the dependence on the private vehicle have already been secured at the outline stage via the Travel Plan requirements of the s106 agreement.

Condition 28 of the outline permission requires details of pedestrian and cycleways on the roads, road markings and signage details for each relevant development phase. As such, there is no requirement to duplicate a condition on this Reserved Matters Application. Condition 30 of the outline permission requires a Traffic and Parking Management Scheme (TPMS), including the method of enforcement, to be submitted to and approved in writing by the local planning authority which would cover the management of roads which are not to be adopted by the Local Highway Authority.

On the basis of the information submitted with this Reserved Matters Application and package of measures already secured at the outline stage, the amount of car parking proposed for this phase is acceptable and would not result in displacement of parking outside of the site.

The Joint Waste Client Team have a holding objection due to a bin capacity issue in some of the apartment blocks and commercial buildings, kerbside collection points

exceeding a locally recommended 15m maximum carry distance despite the Manual for Streets (Dft) guidance and Building Regulations Approved Document H both requiring a maximum carry distance of 30m.

In response, the developer has sought to amend bin collection points so that all collection points are within 15m carry distance to accord with local guidance however in one instance for plots within the woodland edge to the south-west, the carry distance will be 19.8m. As this is still within the national guidance tolerances set in Manual for Streets and as set by the Building Regulations requirements, this is considered to be a suitable approach. Revised drawings will be submitted ahead of the publication of the addendum to confirm this and final comments from the Joint Waste Client Team can be provided to Members via either the addendum paper or verbal update at the scheduled Planning Major Sites Sub-Committee meeting.

#### 8g) Flood Risk and Drainage

The drainage strategy for Phase 3 incorporates a wide range of Sustainable Drainage Systems (SuDS). This includes a mix of cellular and pond attenuation, swales and permeable paving which is in accordance with the approved site-wide drainage strategy from the outline permission. These features are shown on the submitted Strategic Site Drainage Plan and accompanying Surface Water Drainage Technical Note.

This accords with the requirements of condition 18 of the outline permission which required SuDS information to be provided on a phase-by-phase basis and condition 20 of the outline permission required further details on drainage strategies on a phase-by-phase basis whilst also stating any impacts or interaction with previous and future phases. These comprehensive conditions ensure that flood risk is not increased on the site or off-site by any subsequent parcel of development.

The Lead Local Flood Authority has raised no objection. The Council's Drainage Engineer also has no objections however they have requested a condition be included requiring the adherence to the submitted drainage strategy and supporting technical information.

The proposed Western Green and Village Green both incorporate large attenuation basins which will form a permanent natural pond feature as part of the landscaping in these open spaces. The proposed attenuation basins will be delivered in combination with a network of enhanced swales which will treat surface water run-off and enable habitat creation, increasing the amenity and biodiversity value of the SuDS.

This phase of development accords with the principles and parameters set at the outline stage and would be acceptable in terms of flood risk subject to the inclusion of the condition recommended by the Council's Drainage Engineer.

## 8h) Ecology and Trees

The design compliance document confirms 37% biodiversity net gain across the site as a whole (11 indicative parcels). The Hampshire Swifts have confirmed they have been in contact with the developer to secure a minimum ratio of 1:2 swift bricks to dwellings. This is a welcome improvement from the original submission which included no swift bricks and adds to the net gain percentage set out by the developer.

Condition 7 of the outline permission required the submission of an Ecological Management Plan (EMP) compliance statement to accompany each Reserved Matters Application. The EMP Compliance Statement should include detailed monitoring reports and their proposed timescales. No development within a Development Phase is permitted to take place until the Compliance Statement is approved in writing by the Local Planning Authority. Notwithstanding the details submitted with the application, further information is being provided by the developer for the avoidance of doubt in this respect. Final Officer comments will be provided via either the addendum paper or verbal update at the scheduled Planning Major Sites Sub-Committee meeting.

The Defence Infrastructure Organisation have commented on the application to request a condition is imposed preventing the installation of features on the ponds and attenuation basins which would encourage the breeding of particular bird species which would be hazardous to the safe operation of RAF Odiham as the site is within the 13km zone of the aerodrome. Whilst there is a biodiversity net gain objective within the HLP32, a condition has been included which is reasonable and necessary in the interests of public safety relating to aircraft.

The Council's Tree Officer has raised no concerns with the proposal and has noted that the submitted tree report is comprehensive. They have noted that there are existing protections for trees on the site under Tree Preservation HDC 1267-2008, which wraps around the perimeter of the site. The Tree Officer has confirmed that subject to adherence to the tree report, the application is acceptable.

The proposal would comply with the aims of Policies NBE2, NBE4 and NBE9 of the HLP32 in respect of ecology and trees.

## 8i) Thames Basin Heaths Special Protection Area

This is an application seeking approval of reserved matters, it is not an application for outline or full planning permission. Reserved matters are themselves a condition attached to the outline permission when it is granted. The principle of SANG provision has already been resolved via the outline planning permission (17/00471/OUT). During the last phase of development, Phase 2, a document was sent to Natural England to explain that the SANG provision for the outline permission exceeded South East Policy NRM6 - 8.36ha per 1,000 residents as opposed to the

minimum standard of 8ha per 1,000 residents. This has been provided to Natural England again following holding objection comments on this phase.

The Council's countryside team have recorded 169,350 visitor numbers for the SANG country park between March 2021 and January 2022 broken down as follows:

<b>Month</b>	<b>Total</b>	<b>Month</b>	<b>Total</b>
Mar-21	19,591	Sep-21	16,691
Apr-21	19,756	Oct-21	16,811
Ma-21	17,222	Nov-21	14,023
Jun-21	15,987	Dec-21	14,677
Jul-21	17,726	Jan-22	16,866
Total	90,282	Total	79,068

It is the Council's view that the matter of SANG has already been adequately addressed and that as this is a reserved matters application, there is no mechanism to revisit the principle of mitigation for recreational pressure on the Thames Basin Heaths Special Protection Area as the SANG has been delivered.

The Case Officer has requested that on the basis of the above, Natural England re-visit and remove their holding objection. No response has been received to this request and the proposal is considered to be acceptable in terms of the mitigation measures already secured under 17/00741/OUT relating to the Thames Basin Heaths Special Protection Area.

#### 8j) Other matters

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 application has been submitted together with an Energy Statement. This sets out that the development will utilise the energy hierarchy principles of using less energy - supplying energy efficiently - using renewable or low carbon energy. The Energy Statement (ES) outlines that all properties will be utilising an Air Source Heat Pump which will generate over 43% reduction in c02 emissions in homes. The design compliance document outlines that all homes will be provided EV charging points in parking spaces. In communal car parks (residential and commercial) there will be a minimum of 20% spaces allocated for active EV charging.

A new primary school was secured as part of the outline permission s106 package of contributions required to make the development acceptable in planning terms. The school will be located towards the eastern edge of the site and delivered by Hampshire County Council in their role as Local Education Authority. This will meet the education needs arising from the development, but is not part of this Reserved

Matters application and will be brought forward separately by the County Council. At the outline stage, the educational needs of the development were duly considered and in addition to the primary school to be provided to the east, there were contributions identified for secondary education.

A number of objections state that there would be insufficient school infrastructure to meet the needs of the development when it comes forward due to the timing differences between occupations and the school opening. The County are in ongoing discussions with the developer regarding the timings of the school opening which is due to the County's own timeframe requirements. The phase 3 site also includes creche provision for children of pre-school age which has been located adjacent to the school and with an equipped play space in close proximity. As such there are no concerns with the delivery of the secured education package from the outline permission.

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.

## **9. CONCLUSION AND RECOMMENDATION**

This Reserved Matters Application is in accordance with the parameter plans accepted at the outline permission stage, as amended by a subsequent Non-Material Amendment application. 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 Hart district's objectively assessed housing need.

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

## **CONDITIONS**

### Time Limit

1 The development for phase 3 hereby approved shall be begun before the expiration of three years from the date of this planning permission.

REASON: To comply with the requirements of Condition 1 of 17/00471/OUT and Section 92 of the Town and Country Planning Act 1990 (as amended) and to prevent an accumulation of unimplemented planning permissions.



## Plans

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

Site Layout Plan Drawing No. BERK210111 SL.01 Rev A

Parking Plan Drawing No. BERK210111 PP.01 Rev A

Tenure Plan Drawing No. BERK210111 TP.01 Rev A

Location Plan Drawing No. BERK210111 LP.01 Rev A

Boundary Dwelling Materials Layout Drawing No. BERK210111 BDML.01 Rev A

Refuse Layout Drawing No. BERK210111 RL.01 Rev A

Coloured Street Elevations - 01 Sheet 1 of 2 Drawing No. BERK210111 CSE.01 Rev A

Coloured Street Elevations - 02 Sheet 2 of 2 Drawing No. BERK210111 CSE.02 Rev A

House Type - CT1 - Option 1 - Floor Plans and Elevations Drawing No. HT.CT1-1.pe Rev A

House Type - CT1 - Option 2 - Floor Plans and Elevations Drawing No. HT.CT1-2.pe Rev A

House Type - CT1 - Variation A - Floor Plans and Elevations Drawing No. HT.CT1-A.pe Rev A

House Type - CT2 - Floor Plans and Elevations Drawing No. HT.CT2.pe Rev A

House Type - Goldfinch - Semi Detached - Option 1 - Floor Plans and Elevations Drawing No. HT.GOL-SEM-1.pe Rev A

House Type - Goldfinch - Semi Detached - Option 2 - Floor Plans and Elevations Drawing No. HT.GOL-SEM-2.pe Rev A

House Type - Hazel - Detached - Option 1 - Floor Plans and Elevations Drawing No. HT.HAZ-DET-1.pe Rev A

House Type - Hazel - Detached - Option 2 - Floor Plans and Elevations Drawing No. HT.HAZ-DET-2.pe Rev A

House Type - Hazel - Semi Detached - Elevations Drawing No. HT.HAZ-SEM.e Rev A

House Type - Hazel - Semi Detached - Floor Plans Drawing No. HT.HAZ-SEM.p Rev A

House Type - Lavender - Semi Detached - Floor Plans and Elevations Drawing No. HT.LAV-SEM.pe Rev A

House Type - Lavender - Semi Detached - Variation A - Floor Plans and Elevations Drawing No. HT.LAV-SEM-A.pe Rev A

House Type - MH1 - Floor Plans and Elevations Drawing No. HT.MH1.pe Rev A

House Type - MH1 - Semi Detached - Option 1 - Floor Plans and Elevations Drawing No. HT.MH1-SEM-1.pe Rev A

House Type - MH1 - Semi Detached - Option 2 - Floor Plans and Elevations Drawing No. HT.MH1-SEM-2.pe Rev A

House Type - Rockport - Semi Detached - Floor Plans and Elevations Drawing No. HT.ROC-SEM.pe Rev A

House Type - Rockport - Semi Detached - Variation A - Floor Plans and Elevations Drawing No. HT.ROC-SEM-A.pe Rev A

House Type - TH1 - Floor Plans and Elevations Drawing No. HT.TH1.pe Rev A

House Type - TH3 - Floor Plans and Elevations Drawing No. HT.TH3.pe Rev A

House Type - Turret - Elevations Drawing No. HT.TUR.e Rev A

House Type - Turret - Floor Plans Drawing No. HT.TUR.p Rev A

Plot Drawing - 12-14\_15-17\_18-20 - Floor Plans and Elevations Drawing No. P.12-14\_15-17\_18-20.pe Rev A

Plot Drawing - 32-33 - Floor Plans and Elevations Drawing No. P.32-33.pe Rev A

Plot Drawing - 38-39\_60-61\_68-69 - Floor Plans and Elevations Drawing No. P.38-39\_60-61\_68-69.pe Rev A

Plot Drawing - 42-44 - Floor Plans and Elevations Drawing No. P.42-44.pe Rev A

Plot Drawing - 45-49 - Elevations Drawing No. P.45-49.e Rev A

Plot Drawing - 45-49 - Floor Plans Drawing No. P.45-49.p Rev A

Plot Drawing - 74-76\_71-73 - Floor Plans and Elevations Drawing No. P.74-76\_71-73.pe Rev A

Plot Drawing - 323-325\_326-328\_329-331 - Floor Plans and Elevations Drawing No. P.323-325\_326-328\_329-331.pe Rev A

Flat Block H - Elevations Drawing No. FB-H.e Rev A

Flat Block H - Floor Plans Drawing No. FB-H.p Rev A

Flat Block J - Elevations Sheet 1 of 2 Drawing No. FB-J.e1 Rev A

Flat Block J - Elevations Sheet 2 of 2 Drawing No. FB-J.e2 Rev A

Flat Block J - Floor Plans - Basement - Sheet 1 of 5 Drawing No. FB-J.p1 - Basement Rev A

Flat Block J - Floor Plans - Sheet 2 of 5 Drawing No. FB-J.p2 Rev A  
Flat Block J - Floor Plans - Sheet 3 of 5 Drawing No. FB-J.p3 Rev A  
Flat Block J - Floor Plans - Sheet 4 of 5 Drawing No. FB-J.p4 Rev A  
Flat Block J - Floor Plans - Sheet 5 of 5 Drawing No. FB-J.p5 Rev A  
Flat Block K - Floor Plans and Elevations Drawing No. FB-K.pe Rev A  
Flat Block L - Floor Plans and Elevations Drawing No. FB-L.pe Rev A  
Flat Block M - Elevations Sheet 1 of 2 Drawing No. FB-M.e1 Rev A  
Flat Block M - Elevations Sheet 2 of 2 Drawing No. FB-M.e2 Rev A  
Flat Block M - Floor Plans - Sheet 1 of 4 Drawing No. FB-M.p1 Rev A  
Flat Block M - Floor Plans - Sheet 2 of 4 Drawing No. FB-M.p2 Rev A  
Flat Block M - Floor Plans - Sheet 3 of 4 Drawing No. FB-M.p3 Rev A  
Flat Block M - Floor Plans - Sheet 4 of 4 Drawing No. FB-M.p4 Rev A  
Flat Block N - Elevations Sheet 1 of 2 Drawing No. FB-N.e1 Rev A  
Flat Block N - Elevations Sheet 2 of 2 Drawing No. FB-N.e2 Rev A  
Flat Block N - Floor Plans - Sheet 1 of 4 Drawing No. FB-N.p1 Rev A  
Flat Block N - Floor Plans - Sheet 2 of 4 Drawing No. FB-N.p2 Rev A  
Flat Block N - Floor Plans - Sheet 3 of 4 Drawing No. FB-N.p3 Rev A  
Flat Block N - Floor Plans - Sheet 4 of 4 Drawing No. FB-N.p4 Rev A  
Bin Store - Flat Block J - Floor Plans and Elevations Drawing No. BS FB-J.pe Rev A  
Cycle and Bin Store - Flat Block L - Floor Plans and Elevations Drawing No. CBS  
FB-L.pe Rev A  
Cycle and Bin Store 01 - Floor Plans and Elevations Drawing No. CBS.01.pe Rev A  
Car Port 01 - Floor Plans and Elevations Drawing No. CP.01.pe Rev A  
Cycle Store - Flat Block J 01 - Floor Plans and Elevations Drawing No. CS FB-  
J.01.pe Rev A  
Cycle Store - Flat Block J 01 - Floor Plans and Elevations Drawing No. CS FB-  
J.02.pe Rev A  
Cycle Store - Flat Block K - Floor Plans and Elevations Drawing No. CS FB-K.pe  
Rev A  
Cycle Store 01 - Floor Plans and Elevations Drawing No. CS.01.pe Rev A  
Drive Through 01 - Floor Plans and Elevations Drawing No. DT.01.pe Rev A  
Drive Through 02 - Floor Plans and Elevations Drawing No. DT.02.pe Rev A

Drive Through 03 - Floor Plans and Elevations Drawing No. DT.03.pe Rev A  
Flat Block J - Enclosure - Floor Plans and Elevations Drawing No. FB-J-ENC.pe Rev A  
Single Garage - Floor Plans and Elevations Drawing No. GAR.01.pe Rev A  
Double Garage - Floor Plans and Elevations Drawing No. GAR.02.pe Rev A  
Twin Garage - Floor Plans and Elevations Drawing No. GAR.03.pe Rev A  
Substation 01 - Floor Plans and Elevations Drawing No. SUB.01.pe Rev A  
BERK210111 Parking Matrix Rev A  
BERK210111 Plot by plot schedule Rev A  
BERK210111 SL.01 Accommodation Schedule Rev A  
Design Compliance documents parts 1, 2 and 3 Rev A  
Community Building Drawing No. CH-02.pe Rev A

Strategic Site Levels Plan Drawing No. RSK-03-C-ZZ-40-8000 P06  
Site Levels Plan (1:250) – West Drawing No. RSK-03-C-ZZ-40-8001 P02  
Site Levels Plan (1:250) – Central Drawing No. RSK-03-C-ZZ-40-8002 P02  
Site Levels Plan (1:250) – East Drawing No. RSK-03-C-ZZ-40-8003 P02  
Geometric Road Layout Drawing No. RSK-03-C-ZZ-40-8022 P02  
Kerb Plan Drawing No. RSK-03-C-ZZ-40-8030 P02  
Site Wide Drainage Strategy Drawing No. RSK-03-C-ZZ-40-8060 P04  
Site Drainage Plan (1:250) – West Drawing No. RSK-03-C-ZZ-40-8061 P02  
Site Drainage Plan (1:250) – Central Drawing No. RSK-03-C-ZZ-40-8062 P02  
Site Drainage Plan (1:250) – East Drawing No. RSK-03-C-ZZ-40-8063 P02  
Catchment Plan Drawing No. RSK-03-C-ZZ-40-8064 P02  
SUD's Strategy Plan Drawing No. RSK-03-C-ZZ-40-8066 P02  
Highway Adoption Areas Plan Drawing No. RSK-03-C-ZZ-40-8080 P02  
Adoptable Construction Details Drawing No. RSK-03-C-ZZ-40-8090 P01  
Adoptable Construction Details Drawing No. RSK-03-C-ZZ-40-8091 P01  
SUDS Details Drawing No. RSK-03-C-ZZ-40-8095 P01  
SUDS Details Drawing No. RSK-03-C-ZZ-40-8096 P01

Earthworks - Site wide  
Earthworks - Phase 3 Only

Long Sections Road 1S  
Long Sections Road 2S  
Long Sections Road 2SA  
Long Sections Road 3S AND 4S  
Long Sections Road 5S  
Long Sections Road 6S AND 7S  
Long Sections Road 8S AND 10S  
Long Sections Road 9S

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

Highway safety

3. No development for the construction of the internal roads hereby approved shall commence until details of all visibility splays on individual plots, visibility for pedestrians and cyclists where infrastructure joins the carriageway, vehicle tracking information within the internal roads including refuse vehicle manoeuvres and details of the location of swales adjacent to 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 and the aims of the NPPF 2021.

Retention of parking

4. The allocated and unallocated vehicular parking areas, car ports 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 and the aims of the NPPF 2021.

Permitted development removal

5. 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) and the aims of the NPPF 2021.

#### Obscure glazing

6.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 properties and to prevent overlooking, in accordance with Policy GEN 1 of the Hart District Council Local Plan 1996-2006 (Saved Policies).

#### Noise

7. The use of the commercial gym unit hereby approved shall not be implemented until a noise and vibration impact assessment has been submitted to consider the impacts and any necessary mitigation measures between the proposed gym use and residential uses within the same building and adjacent buildings.

**REASON:** In order to prevent adverse noise and vibration impacts from the proposed commercial gym unit which would otherwise cause noise, disturbance and loss of neighbouring amenity for adjacent occupiers in line with Policies NBE9 and NBE11 of the Hart Local Plan (Strategy and Sites) 2016-2032 and the aims of the NPPF 2021.

8. The use of the creche unit hereby approved shall not be implemented until a noise impact assessment has been submitted to consider the impacts and any necessary mitigation measures between the proposed creche use and residential uses within the same building and adjacent buildings.

**REASON:** In order to prevent adverse noise impacts from the proposed creche unit which would otherwise cause noise, disturbance and loss of neighbouring amenity for adjacent occupiers in line with Policies NBE9 and NBE11 of the Hart Local Plan (Strategy and Sites) 2016-2032 and the aims of the NPPF 2021.

#### Birdstrike

9.The design of any waterbody hereby approved, including permanent ponds and attenuation basins, shall include dense, marginal vegetation and no islands or peninsulas shall be introduced at any time.

**REASON:** To deter breeding and feral geese to minimise any potential birdstrike hazard created by the development to RAF Odiham in line with the Defence Infrastructure Organisation advice and to accord with the requirements of Planning Circular 01/03: Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas.

## **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 advised that under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017, bats are a protected species and it is illegal to intentionally or recklessly damage, disturb or destroy a bat or its habitat. If any evidence of bats is found on site, Natural England must be informed and a licence for development obtained from them prior to works continuing. For further information go to [www.naturalengland.org.uk](http://www.naturalengland.org.uk) or contact Natural England (S.E. regional office) on 0238 028 6410.
- 5 The application site is located close to a military training area. Future occupants should be made aware that military activity may be seen and heard in the area and that sudden loud noises may occur on the site. The mitigation of noise in external areas may not be possible. Future occupants should also be made aware that use of the training area and ground-based activity can vary over time and this may cause disturbance.