

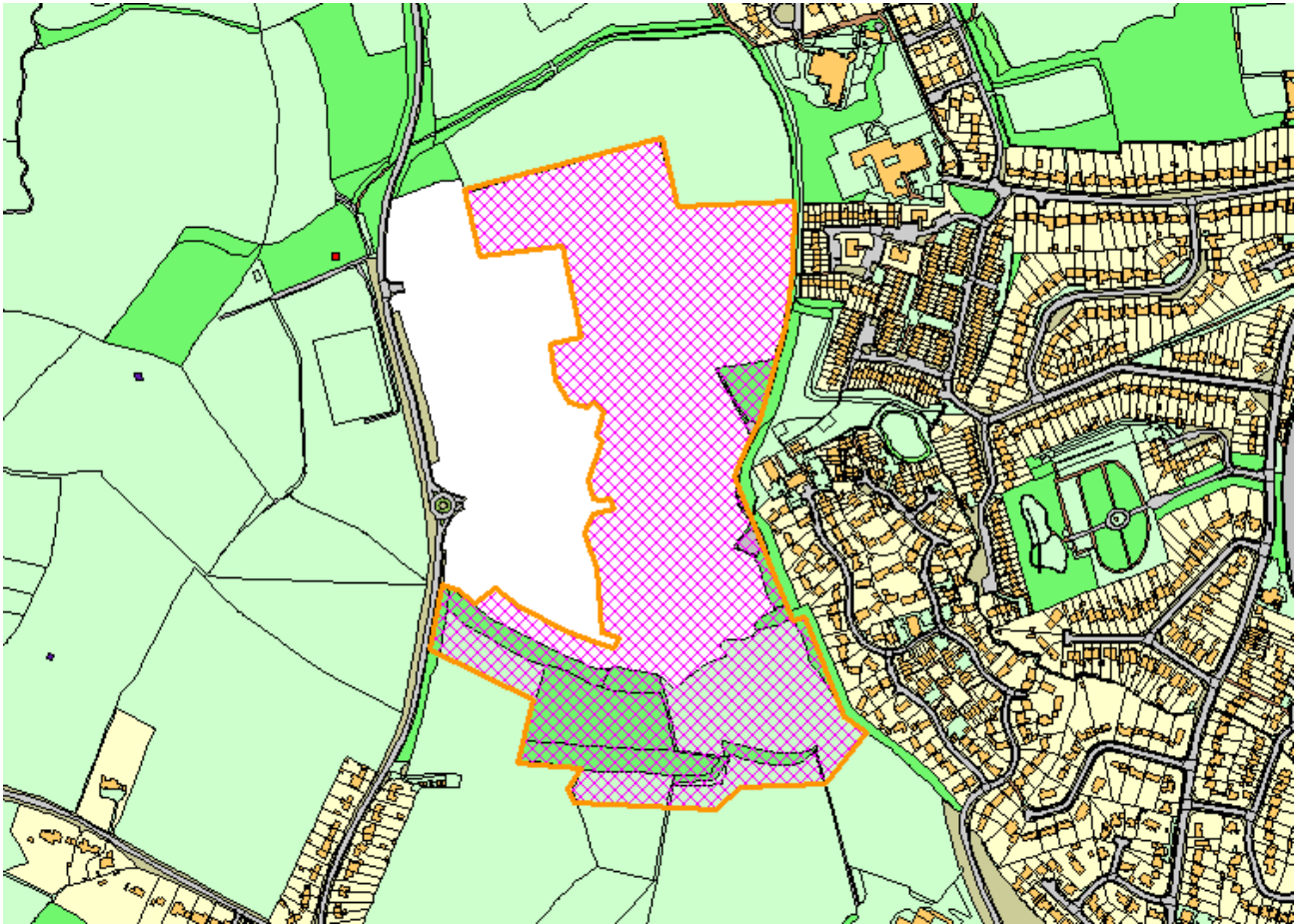
**COMMITTEE REPORT  
ITEM NUMBER:**

APPLICATION NO.	21/02782/OUT
LOCATION	Land North of Netherhouse Copse, Hitches Lane, Fleet
PROPOSAL	Hybrid planning application seeking Full Planning Permission for the erection of 185 residential dwellings (Use Class C3) with access, parking, landscaping, public open space and other associated works and Outline Planning Permission for the erection of up to 126 residential dwellings (Use Class C3) and a flexible mixed-use neighbourhood store/cafe coworking space of up to 150sqm (Use Class E) with all matters reserved except for access
APPLICANT	Berkeley Homes Southern c/o Turley
CONSULTATIONS EXPIRY	7 Dec 2021
APPLICATION EXPIRY	9 Feb 2022 extended to 11 March 2022
WARD	Church Crookham West and Ewshot
RECOMMENDATION	<p><b>A.</b> That the Head of Place be delegated authority to <b>GRANT</b> planning permission subject to the completion of a suitable legal agreement to secure:</p> <ul style="list-style-type: none"><li>i. 40% on-site affordable housing;</li><li>ii. Healthcare contribution to the Clinical Commissioning Group (CCG) for additional GP service provision;</li><li>iii. Strategic Access Management and Monitoring (SAMM) contribution;</li><li>iv. Financial contributions for Leisure and Sport;</li><li>v. Financial contributions to Hampshire County Council (HCC) as Local Education Authority for Special Educational Needs and Disability (SEND) provision;</li><li>vi. Financial contributions to HCC as Local Highway Authority in relation to off-site highways improvements, Travel Plan and pedestrian crossing on Hitches Lane;</li><li>vii. Basingstoke Canal Towpath financial contribution</li><li>viii. Provision of off-site cycleway connection to Fleet Road (high Street)</li><li>ix. The Council's administrative costs of administering, monitoring and discharging the clauses in the S106 legal agreement</li></ul>

AND subject to the planning conditions listed at the end of this report.

OR

**B** If by 01.12.2022 the legal agreement has not been progressed to the satisfaction of the Head of Place then the Head of Place be delegated authority to **REFUSE** planning permission for the reasons identified in this report.



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## **BACKGROUND**

The application is brought to Planning Committee in line with the Council's Constitution due to the number of objections received and the Officer's

recommendation for approval.

## **DESCRIPTION OF THE SITE**

1. The site lies within the urban settlement policy boundary for Fleet and within the Crookham Village Parish boundary. This hybrid development parcel has been submitted partly in outline, partly in full detail and forms part of the wider Netherhouse Copse development, also known as 'Grove Farm' and 'Hareshill'. Netherhouse Copse is an Ancient and Semi Natural Woodland directly to the south of the site. Long Copse and Jack Reid's Copse are Ancient and Semi Natural Woodlands to the north-west. The site forms an entry position to the Fleet settlement boundary, with a rural setting to the south and west including the aforementioned woodlands.

2. The site is located to the south of the Calthorpe Park School site and it is in close proximity to the Fleet Leisure Centre which is to the north-east. The site is within walking distance of the Fleet Town high street (on Fleet Road).

## **PROPOSAL**

3. The Proposed Development is a hybrid planning application seeking full planning permission for Phase 3 which comprises 185 dwellings and is located to the eastern side of Phase 1 which has already gained permission through an earlier reserved matters permission.

4. In addition, outline planning permission is being sought for Phases 4 and 5 which comprise 126 dwellings and a flexible mixed-use neighbourhood store/café/co-working space. Phase 4 is located to the south of Phase 3 whilst Phase 5 is located to the east of Phase 3 and west of existing residential development. To the north of the application site is the location for the public open space with landscaping and a community growing garden. The community building to the north of the site has already gained planning permission through an earlier reserved matters permission.

5. The two vehicular accesses to the site from Hitches Lane to the west were granted permission via the original outline permission; 16/01651/OUT. The outline elements in Phases 4 and 5 have been shown indicatively on the plans however appearance, layout, scale and landscaping of these dwellings, café and store would be future reserved matters and are not subject to detailed consideration under this current scheme.

## **RELEVANT PLANNING HISTORY**

21/01254/REM - Reserved matters application seeking the approval of access, appearance, layout and scale of 39 residential dwellings pursuant to 16/01651/OUT.

Granted 11.10.2021.

19/02471/REM Reserved matters application seeking the approval of approval of appearance, layout and scale of 23no residential dwellings pursuant to outline application 16/01651/OUT. Permission granted 05.08.2020.

19/02251/REM Reserved matters application seeking the approval of appearance, landscaping, layout and scale of 7 residential dwellings pursuant to 16/01651/OUT. Permission granted 05.08.2020.

19/01472/REM Reserved matters application seeking the approval of appearance, landscaping, layout and scale of 77 residential dwellings and the appearance, layout and scale of car barns and garages to serve plots 1-6, 15-18, 20 and 23 pursuant to 16/01651/OUT. Permission granted 05.08.2020.

18/01795/REM Reserved matters application seeking the approval of appearance, landscaping, layout and scale of 172 residential dwellings pursuant to 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. Permission granted 20.02.2019.

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.

#### Summary of planning history

6. The descriptions for the above planning history would indicate a greater number of homes than has been granted due to overlapping site plans and footprints, for example within 21/01254/REM the approved homes numbers were 172 homes however these were only 71 additional homes compared to the homes previously approved on this parcel due to layout changes.

7. It is relevant that despite the total number of homes already granted on the wider site appearing to be 279 out of the 423 homes approved under the 2016 outline; there were in fact only 217 homes which could be constructed from the layout changes of these approved schemes.

8. This proposal is for 311 homes which would take the proposed site-wide total to 528 homes overall, which is as detailed within this submission.

## **RELEVANT PLANNING POLICY**

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

Policy SD1 Sustainable Development  
Policy H1 Housing Mix: Market Housing  
Policy H2 Affordable Housing  
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 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:

GEN 1

### Crookham Village Parish Neighbourhood Development Plan 2016-2032

Policy SB01 – Settlement Boundaries  
Policy BE01 – Sustainable Development Principles  
Policy BE02 – General Design Principles, Including New Developments  
Policy BE05 – Design Principles for Netherhouse Moor Ward Character Area  
Policy BE06 – Prevention of Flooding  
Policy BE07 – Development of Footpath and Cycleway Networks  
Policy NE01 – Preserving the Gap Between Settlements  
Policy NE02 – Preserving Key Views  
Policy NE03 – Local Green Space  
Policy NE04 – Protected Open Space  
Policy NE05 – Protecting Biodiversity  
TM01 – Parking Standards  
Aspiration TM02 – Reducing Congestion and Creating Sustainable Transport Networks

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

Saved Policy NRM6: Thames Basin Heaths Special Protection Area

### Other material considerations

The Town and Country Planning Act 1990 (as amended)

The Community Infrastructure Levy Regulations 2010 (as amended)

The Town and Country Planning (Environmental Impact Assessment Regulations 2017 (as amended)  
Wildlife and Countryside Act 1981 (as amended)  
Conservation (Natural Habitats, & Species Regulations 2017 (as amended)  
Natural Environment and Rural Communities Act 2006 (as amended)  
National Planning Policy Framework (NPPF) 2021  
Planning Practice Guidance  
National Design Guide  
Hampshire County Council's Developers' Contribution towards Children's Services Facilities  
Hampshire County Council Countryside Access Plan 2015-2025  
Department for Transport Manual for Streets  
Department for Transport Manual for Streets 2  
Hampshire Local Transport Plan (2011-31)  
Hampshire County Council Companion Document to Manual for Streets  
Hart Five Year Housing Land Supply Position Statement (at 1<sup>st</sup> April 2021) dated November 2021  
Hart Green Infrastructure Strategy July 2017  
Agricultural Land Classification London & South East Region Map from Natural England 05/08/2010 Map Reference 10-111g  
Natural England's Standing Advice for Reptiles  
The Self-build and Custom Housebuilding Regulations 2016  
The Self-build and Custom Housebuilding Act 2015  
Likelihood of 'Best and Most Versatile' (BMV) Agricultural Land London and South East Region from Defra and Natural England Dated 18/08/2017. Map Reference :NE170809-1016-779d  
National Design Guide 2019  
Building for a Healthy Life 2020

## **CONSULTEE RESPONSES**

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

The Highway Authority is satisfied that the proposed development would not have a severe impact on the safety or operation of the highway network and therefore raises no objection subject to the applicant entering into a s106 legal agreement.

Reviews of the trip generation rates occurred at pre-application stage, and it has been confirmed that there is no requirement to adjust the trip rate generation figures from the original application. The uplift (105 homes) would generate an addition 60 two-way movements in the AM peak and 67 two-way movements in the PM peak. The distribution of trips would follow the same pattern as agreed under 16/00651/OUT. Based on trip distribution, the same junctions have been assessed considering capacity impact for the original application. Updated traffic surveys with robust growth factors included.

No personal injury accidents have been recorded on Hitches Lane between 2015-2020. There

are limited bus services locally with bus stops on Hitches Lane and the applicant is in discussions regarding supporting the existing bus service into the site itself.

Direct works to the Hitches Lane/ A323/ Elvetham Road roundabouts yet to commence including a controlled crossing and improvements to roundabout capacity. The proposal includes a potential new controlled crossing between Calthorpe Park School and the Leisure Centre which is welcomed and would mitigate impacts of the development. This can be secured as an off-site financial contribution via a legal agreement.

An uplift in off-site highways contributions for nearby junction improvements, proportionate to the increase in dwelling numbers, is appropriate. An updated Travel Plan to incorporate the uplift should be incorporated in the legal agreement.

### **Streetcare team (Internal)**

The Joint Waste Client team acknowledges the further information supplied by the applicant in response to the previous Consultee comment.

Hart District Council operates a kerbside collection service via wheeled containers. These containers must be left adjacent to the nearest adopted highway for collection on the specified waste collection day. We still have concerns over the collection points for the following plot numbers:

1. 235 & 236 - not shown at kerbside
2. 250 - not shown at kerbside
3. 323 - not shown at kerbside and behind a tree
4. 364, 365, 366, 368, 369 & 370 - would like confirmation of the space between the car park spaces to ensure safe movement of the bins.

### **Landscape Officer (Internal)**

No comments provided.

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

No comments provided.

### **Housing (Internal)**

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

### **Drainage (Internal)**

No objection subject to condition to ensure the application complies with the submitted Flood Risk Assessment, Drainage Strategy, SuDS Maintenance and Management Plans and MicroDrainage calculations in line with Policy NBE5 of HLP32 and the NPPF.

### **Environment Agency Thames Area**

No comments to make.

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

No objection subject to conditions to restrict hours of construction, construction method statement and contaminated land. In respect of the community cafe and co-working space, conditions have been recommended for measures to control noise and vibration from plant or ventilation, details for extraction of fumes and odours from any on-site cooking and restriction on opening hours.

### **Crookham Village Parish Council**

#### **“OBJECTION**

Additional housing increases the density to 25% above that originally approved on appeal and further expands the site's areas of inappropriate urban density in this rural location. There remains a very low probability of adequate public transport provision to this rural site, which will force residents to make greater use of the car than is envisaged by the optimists who submitted this application.

Parking provision across the whole application as detailed in the Illustrative Parking Masterplan is significant below even the Zone 2 standard set by Hart, despite being in Zone 3. Given that at least part of this application is a new Outline, there is no reason not to require full implementation of the Hart Zone 3 standard, nor to accept inadequate provision in the FUL area.

Visitor parking is grouped and not spread evenly across the site with the result that many properties are quite remote from the nearest visitor parking. Identifying the best place to park for many new visitors would be a challenge, especially in light of the proposed draconian parking restrictions and penalties.

This hybrid application makes it unreasonably difficult to unravel which area is being discussed in places. The provision of at least 40% affordable housing must be applied across the whole site. With an extra 25% of dwellings proposed for the overall site, very close scrutiny should be applied to the assertion that no additional highway or traffic measures are required to cater for the additional population.

No mention of electric charging points. [Note recent government announcement on this subject.] An area of open land is required outside the eastern aspect of the community centre to allow play groups and others to enjoy supervised fresh air activities during their attendances. This plan obstructs that area with a community garden and raised beds. An updated s106 agreement will be required to address issues raised by the additional housing.”

### **Dogmersfield Parish Council (summarised)**

“OBJECTS on the grounds that it is in conflict with DNP 12 – Transport and Car Parking and Para 111 from the National Planning Policy Framework. No mitigation measures have been proposed and there is no funding allocated from the S106 transport funds associated with this development for any such measures. DPC strongly believes that the additional traffic from the development would have an unacceptable impact on highways safety within Dogmersfield.

There is already a noticeable increase in traffic through the village. With the new housing numbers, there will be around 168 additional peak hour journeys down Hitches Lane. A failing of the traffic assessment is that it does not consider the impact of traffic turning right and passing through Dogmersfield to the A287 or



Winchfield Station. Winchfield station is only 2.9 miles from the southern entrance to the site and at peak hours is more assessable and has easier parking than Fleet station. The assumption in the Transport Assessment that commuters living on the development will all use Fleet station rather than Winchfield Station via Chatter Alley is open to substantial challenge.

The roads through Dogmersfield are narrow, Pilcot bridge is a substantial bottleneck with limited visibility, there is inadequate parking for Dogmersfield school, particularly at drop-off and pick-up times, Chatter Alley is at most times restricted to single lane traffic, there are no footpaths in the centre of the village or to the housing in Church Lane, and rat-run traffic runs at speed along Church Lane. An increase in traffic from the additional proposed houses would add substantially to these problems and would have a severe impact on highways safety.

DPC does, though, acknowledge that the additional housing is in line with the Local Plan and satisfies a key issue in the Plan of providing more affordable homes. (Although this could be done within the currently approved number). However, we do have concerns around the density of housing on the site and its impact on social cohesion; access for emergency and refuse vehicles; parking; and the provision of adequate vehicle charging points (in line with Hart's declared 'Climate Emergency' and emerging Government policy). Others will be better placed to challenge on these issues. If the Proposal is approved, then DPC feels that, in line with DNP 12, it is essential that the Parish is allocated S106 funds for traffic mitigation measures. These could include providing safe parking for the School, footpaths in the centre of the village and the range of traffic calming measures which have recently been agreed with Hampshire County Council, but remain largely unfunded. Additionally, the Construction Management Plan should prohibit heavy construction traffic (over 7.5t) from using Pilcot bridge, or transiting through Dogmersfield, on grounds of safety.

Since mid-January, there have been two minor accidents on the bridge and along Chatter Alley, and two serious accidents on the roads from Winchfield leading to Chatter Alley. This clearly indicates that the road network through the villages along the routes from the junction of Hitches Lane and Pilcot Hill, will become unsafe as traffic builds up due to on-going development on Hitches Lane. For this reason the additional dwellings on the Land North of Netherhouse Copse proposed under this planning application should be refused."

## **PUBLIC COMMENTS**

44 no. objections received, summarised as follows:

### Principle

- Pressure on existing local infrastructure
- No need for additional homes due to 10-year housing land supply
- Fleet has already had expansion in recent years and met its required housing need
- Would negatively impact the value of existing nearby properties

- Development wasn't allocated in the Local Plan
- Fails to comply with Neighbourhood Plan and Local Plan
- Inconsistent with NPPF
- Local services, shop and post office, closed
- New homes would be unaffordable for local people
- Insufficient affordable housing

### Design and density

- Over-development of the site
- Density is out of keeping with the surrounding developments
- Out of keeping character, appearance and scale
- Visually intrusive
- Increased light pollution
- Urbanising effect on locality due to tall buildings and density
- Proposal is high density which is inappropriate for the location
- Inappropriate height and massing
- Development is too large

### Environment, Landscape, Ecology

- Adverse environmental impact
- Cumulative impact with other major developments
- SANG is too small
- Increased noise and air pollution
- Loss of woodland and impact on trees
- Erosion of countryside
- Displacement of wildlife, loss of natural habitat
- Adverse landscape impact
- Erosion of Fleet to Crookham Village gap

### Residential amenity

- Loss of privacy for nearby occupiers
- Noise and disturbance during works

### Highways

- Traffic and safety concerns
- Safety of school children as a result of more homes and cars
- Hitches Lane has no road crossings, more crossings required
- Inadequate/ insufficient parking, census data quoted which is out of date
- Lack of public transport nearby
- Hitches Lane needs a cycle lane

## Other

- Stated economic benefits are disputed
- Potential subsidence for properties on Swan Way
- Every home should have electric vehicle charging, higher standard insulation and heat exchangers
- Pressure and impact on public rights of way footpaths
- Funding for the Basingstoke Canal should be secured for Towpath improvements
- Crookham Village is part of the Conservation area and must be protected
- Flood risk could increase off-site
- Nearby properties already suffer frequent power cuts
- Neighbourhood café is only in outline but footprint too small

## **CONSIDERATIONS**

### Principle of Development

9. In England, the planning system is “plan-led”, this means that national and local planning policy is set out in formal development plans including any “local plans”, “core strategies” and “neighbourhood plans” in place in the area. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise.

10. In Hart, there is the HLP32 which covers the entire District as Local Planning Authority Area and for this site, the relevant Neighbourhood Development Plan is the Crookham Village Neighbourhood Development Plan 2016-2032 (CVNDP32).

11. Decisions on individual planning applications must be made on the basis of the policies in the development plan (which in this instance includes the HLP32 and the CVNDP32, unless there are material considerations that indicate otherwise.

12. The principle of the residential development of this site was established when planning permission 16/01651/OUT was granted for up to 423 residential dwellings and a community facility on 6<sup>th</sup> October 2017. The whole site has been recontoured and a number of new homes are already occupied under Phase 1. Reserved Matters have been approved for later phases, and construction is taking place.

13. Compared to the 2016 outline permission, this hybrid application has reduced the number of 4 and 5 bedroom detached homes and has increased the number of 3 bedroom homes. The developer has chosen to revise the house sizes to meet the feedback from the current market. The revisions in house size have generated opportunities for enhanced open space and landscaping, connections through the site and general urban design improvements. The change in house types and size has created an uplift in the number of homes on the overall site from 423 to 528 which provides for a greater number of affordable homes, an additional 42 affordable homes.

14. The Settlement Policy Boundary of Fleet was updated in the Hart Local Plan

2032 to include this site. Within the Settlement Boundary the principle of development, including residential development, is acceptable in line with Policies SD1 and SS1 of the Hart Local Plan 2032 (HLP32). Policy SB01 of the Crookham Village Neighbourhood Plan is also supportive of development proposals that lie within the Settlement Policy Boundaries and are in accordance with any other relevant policies in the Development Plan. The proposal is therefore acceptable subject to the consideration of other material considerations as set out below.

15. The NPPF requires Local Planning Authorities to identify a five-year supply of specific deliverable sites to meet the need for new homes. At Paragraph 73 of the NPPF 2021 it states that the supply of large numbers of new homes can often be best achieved through larger scale development.

16. The NPPF states that, where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality. At Paragraph 174 it states that planning decisions should contribute to and enhance the natural and local environment by “recognising... the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land...”

17. The Agricultural Land Classification (ALC) provides a method for assessing the quality of farmland to enable informed choices to be made about its future use within the planning system. The NPPF 2021 defines Best and most versatile agricultural land as land in Grades 1,2 or 3a of the Agricultural Land Classification.

18. The submitted Environmental Statement indicates that the agricultural land would include a combination of Grades 2 and 3a land. The submitted Environmental Statement (ES) sets out that the following soils were found within the site area for Phase 3; loamy fine sand topsoil, occasional sandy loam or sandy clay loam textures, medium clay loam or clay subsoil.

19. The development of Phases 3, 4 and 5 will involve the change of approximately 13.8ha of former agricultural land to residential development and green infrastructure. All of the former agricultural land was classified as BMV in Grades 2 and 3a.

20. It is noted that the proposal would result in the loss of land which was previously classified as BMV however this land is non-productive agricultural land, currently used for soil storage from the clearance of the wider site as part of the 2016 outline permission and this part of the site has already been cleared accordingly. In this case, the proposal would deliver a significant amount of housing including affordable housing; the amount of the BMV agricultural land to be lost is considered acceptable and outweighed by the benefits of the scheme. The benefits of the proposal, as set out below, are considered to override the need to protect non-productive agricultural land which has already had site clearance and storage. The loss of BMV land was not a pertinent issue in the determination of the 2016 planning submission or appeal. Since that time, there has been no significant change in national policy approach to loss of agricultural land and BMV. This is a material planning consideration.

## Community Engagement

21. The applicant submitted a Statement of Community Involvement to accompany their submission. It details that they appointed a communications company specialising in community and stakeholder engagement to support their programme of engagement with the community.

22. The applicant carried out a series of community engagement events between June and August 2021. Virtual sessions were held by the applicant, advertised locally via posters in community facilities including public houses and businesses together with a community centre. As part of the engagement, 1,781 residents and businesses were written to by the applicant to invite participation in the consultation. From the engagement, 127 users of the online consultation were recorded and 17 feedback forms were returned to the applicant. The feedback was captured and considered as part of the proposal's formation.

In this respect the applicant has followed the advice set out in Paragraph 39 of the NPPF and opted for early engagement with the Council through a bespoke pre-application process. This allowed the Council to focus on technical constraints and issues with the applicant to highlight areas where additional information or amendments would be required. In addition, the applicant held meetings with Crookham Village Parish Council, Dogmersfield Parish Council and Ward Councillors to discuss the proposals and any concerns raised in comments submitted to date.

23. Paragraph 132 of the NPPF 2021 states that any applications which can demonstrate early, proactive and effective community engagement should be looked on more favourably than those which do not. This is a material planning consideration.

## Environmental Impact Assessment

24. In addition to the plans and particulars the application was submitted together with an Environmental Statement in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) - referred to in this report as the 'EIA Regulations'. The Environmental Statement (ES) contains two volumes relating to the non-technical summary and main report which are supported by a number of appendices in respect of the 'factors' to be considered by the EIA.

25. The proposals qualify as "urban development" under Schedule 2 of the 2017 Regulations as they meet the EIA thresholds in respect of dwelling numbers (> 150 dwellings) and the overall area of the development (> 5 hectares).

26. Environmental Impact Assessments are needed for certain developments as laid

out within the EIA Regulations. The Regulations place a duty on the Council to screen developments and to give reasons for negative screening decisions. The development proposal was, however, scoped by the applicant by way of submission of a scoping opinion request under reference 21/02014/EIA on 27 July 2021. This scoping request was comprehensively assessed by an independent EIA regulations consultant with extensive experience in assessing the impact of proposals in line with the EIA Regulations.

#### Environmental Statement: Combined and Cumulative Effects

27. The applicant chose to submit the scoping application to the Council without requesting a screening opinion as the previous outline application was deemed to be EIA development. This application was submitted with an accompanying Environmental Statement. Article 13 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) sets out the directions for the publicity of planning applications. In accordance with Article 13, the application has been publicised by display of a site notice and publicised by way of notice in a newspaper circulating in the locality in addition to local residents being notified.

28. The EIA Scoping Report covered the following topic chapters: climate change; drainage, flood risk and water resources; landscape and visual impact; local air quality; nature conservation and ecology; noise and vibration; socio-economics and human health; traffic and transportation; agriculture and soils. The statements and findings provided within the ES chapters is discussed below.

#### - Climate change

29. The applicant submitted additional information in May 2022 to update Chapter 6 of the Environmental Statement in respect of climate change. The document contains an assessment of the potential climate change impacts and resultant effects from the proposed development. The assessment incorporates two elements; an assessment of the vulnerability of the development to climate change and secondly, an assessment of greenhouse gas emissions from the development.

30. The assessment sets out that mitigation against climate change has been embedded into the design and management of the operational development, such that its residual vulnerability to climate change is not anticipated to be significant.

31. In respect of Greenhouse Gas Emissions, an assessment of the whole-life embodied carbon emissions of the development (including construction, transport and operational building emissions) has been carried out. The emissions are estimated to be 521.6kgCO<sub>2</sub>/m<sup>2</sup>, which is below the RIBA 2030 Climate Challenge target (625 kgCO<sub>2</sub>/m<sup>2</sup>). This is considered to amount to a minor adverse effect. The annual energy consumption of the residential part of the proposed development is estimated to be 65.33 kWh/m<sup>2</sup> per year, which without any mitigation measures, would exceed the RIBA 2025 Climate Challenge target. This is considered to

amount to a minor adverse effect prior to the implementation of mitigation measures, as recommended in the report.

32. The annual energy consumption of the residential element of the proposed development is estimated to be 58.4 kWh/m<sup>2</sup> per year, which exceeds the RIBA 2025 Climate Challenge target (< 35 kWh/m<sup>2</sup> /year). Therefore, the significance of effect of the operational carbon emissions from residential occupation is likely to have a moderate impact on climate. In order to contextualise the GHG emissions generated by the proposed development during the operation phase it is expected that emissions will contribute 0.0016%, 0.001% and 0.0018% of the UK Carbon Budget (periods 2018-2022, 2023- 2027, 2028-2032 and 2032-2037).

33. The findings of this chapter of the ES are accepted.

- Drainage, flood risk and water resources

34. The submitted ES states that anticipated residual effects on Drainage, Flood Risk and Water Resources would all be either negligible, minor adverse or minor beneficial. The ES document sets out that these effects can be adequately mitigated by the measures proposed. The residual effects of the development in flood risk and drainage terms, as summarised at table 15.1 of the Environmental Statement (ES) main report, are accepted.

- Landscape and visual impact

35. The ES report sets out the anticipated landscape effects of the proposal during the construction phase as unavoidably intrusive due to nature of change that comes with construction. It summarises a range of effects from minor and low effect to neutral or negligible or even moderate or severe. The temporary landscape effects during construction as summarised within the ES are not disputed. The permanent landscape effects during the operation phase are also accepted.

36. During construction, the following predicted effects are summarised within the ES:

- Moderate adverse effect on site topography;
- Minor adverse effect on site vegetation;
- Negligible effect on dark skies within the Crookham Village Conservation Area;
- Neutral effect on visual receptors within, and the setting of, Crookham village;
- Moderate adverse effect on users of PRowS 502/503, residents on the western edge of fleet, and users of the Tavistock Infants School and All Saints Junior School;
- Major adverse effect on users of PRowS 6 and 7b within the site;
- Low adverse effect on users of Hitches Lane and residential properties south-west of the site; and
- Low adverse effect on users of PRow 9a within the Dogmersfield Conservation

Area.

37. Once completed, the ES identifies the following residual effects:

- Negligible effects on dark skies within the Crookham Village Conservation Area;
- Negligible adverse effects on visual receptors within, and the setting of, Crookham Village;
- Negligible effect on users of PRowS 502/503, residents on the western edge of Fleet and users of the Tavistock Infants School and All Saints Junior School;
- Moderate adverse effects on users of PRowS 6 and 7b (within the site);
- Low adverse effects on users of Hitches Lane and residential properties south-west of the site; and
- Low adverse effects at Y1, becoming negligible at Y15, on users of PRow 9a within Dogmersfield Conservation Area.

38. The mitigation of these landscape and visual effects is anticipated through the design approach, retention of vegetation and mature trees to the south and eastern boundaries, new tree planting and provision of green infrastructure together with careful consideration of location and specification of any external lighting in terms of the effects on sky glow. These landscape and visual effect findings are accepted.

- Local air quality

39. The submitted ES sets out that local air quality is considered to be good. During the construction phase, site works are predicted to give rise to a medium risk of annoyance caused by dust soiling and a low risk of health effects due to increase exposure in PM10, whilst track-out of mud on vehicles is predicted to give rise to a low risk of annoyance due to soiling and of health effects. Dust control measures such as wheel-washing, damping-down of soil stockpiles together with the visual monitoring would be adopted as part of the CEMP, such that the residual effects are anticipated to be of negligible significance. These findings have been accepted by the Council's Environmental Health team.

- Nature conservation and ecology

40. The submitted ES demonstrates the predicted effects of the development on nature conservation and ecology given the baseline situation which is that the site has already been modified by groundworks under the 2016 outline permission. The ES states that no woodland would be removed and an appropriate 15m buffer would be maintained around existing woodlands. In respect of semi-improved grassland albeit 90% of this habitat would be removed, it is of negligible value, amounting to a negligible effect.

41. There is potential for short-term adverse effects to bats by way of disturbance



and light pollution along foraging areas. In particular, light-spill from residential developments onto the woodland fringes and the hedgerows/ tree belts could result in significant effects on these species. In the absence of mitigation, this would represent a probable direct and indirect, long-term, largely irreversible negative impact on local bat populations in and around the site, of significance at up to site level. Mitigation for this effect on protected species is discussed later in this report in terms of considerations.

42. The ES concludes that impacts on reptiles and birds would be negligible. In respect of the Thames Basin Heaths Special Protection Area (TBH SPA) the ES highlights the possible, adverse, long-term impact at an international level on the TBH SPA before mitigation. Subject to Suitable Alternative Natural Greenspace (SANG) mitigation which was delivered by the applicant under the 2016 outline permission, the ES confirms that the development in fact supports the preservation of ground-nesting birds. The impacts on the TBH SPA are discussed later in this report in terms of considerations.

43. The findings set out within the ES, which demonstrate that subject to Ecology Mitigation and Management Plan, no significant adverse residual effects would remain, are accepted.

- Noise and vibration

44. The submitted ES states that noise levels at nearby sensitive receptors due to construction traffic would remain below the Significant Observed Adverse Effect Level (SOAL) set out in the Planning Practice Guidance (PPG) for noise which is acceptable. It also states that the associated effects are considered to be of negligible significance. With the adoption of noise controls through the Construction Environmental Management Plan (CEMP), the residual effects are predicted to be negligible to minor adverse and below SOAL, but potentially moderate adverse during the construction works themselves. Once operational, the noise impacts are also considered to be negligible. These findings are not disputed.

- Socio-economics and human health

45. The ES outlines that the development would result in the creation of an estimated 144.5 net construction employment jobs per annum over the construction phase, resulting in a direct, temporary, minor beneficial (not significant) residual effect on construction employment at the countywide level. From local spending of new residents it anticipates that the development would contribute circa £5 million to the local economy each year, amounting to a direct, permanent minor beneficial (not significant) residual effect on the county-wide economy. These findings are not disputed.

46. The ES states that the development would have a direct, permanent negligible (not significant) residual effect on primary education provision within 2.7km of the site before mitigation. The Local Education Authority (HCC) have been consulted on the proposal and confirmed that there is capacity at primary schools within the catchment, to meet the demands of the proposal. The Local Education Authority however did explain that provision of Special Educational Needs or Disability (SEND) places in the future would be secured through s106 contributions, ensuring that there would be no significant residual effect. The findings from the ES that the development would have a direct, permanent negligible (not significant) residual effect on secondary education provision within 6.4km of the site. This has been confirmed by the Local Education Authority and is not disputed.

47. The ES highlights that primary healthcare facilities within 2km of the site currently have a worse GP to patient ratio than the national standard in England of one GP per 1,800 registered patients. The ES sets out that without mitigation, the development would put more pressure on these services. It is anticipated that mitigation in the form of financial contributions to be secured via the draft s106 agreement would provide additional capacity to meet the needs of the development. The relevant Clinical Commissioning Group (CCG) were consulted as part of the consideration for this application and confirmed a justified financial contribution amount which would enable the development to mitigate its impact. As a result of the financial contribution towards GP services within the relevant catchment, the development is considered to have a negligible residual effect on primary healthcare provision. The increased demand for secondary healthcare and related services generated by the development are set out to be residual negligible (not significant) impacts. These findings are not disputed.

48. The ES finds that the development would have a direct and permanent minor beneficial residual effect on open space and play provision from the current baseline situation which is agreed.

- Traffic and transportation

49. The ES sets out that the development is anticipated to give rise to a negligible to minor adverse effect on driver delay at the Elvetham Road roundabout which is to the north of Hitches Lane. The predicted effects on other parts of the highway network (e.g. Hitches Lane itself and Reading Road) would be negligible in respect of environmental impact. The ES confirms that HGV traffic is likely to inhibit the ability of pedestrians to cross Hitches Lane, giving rise to direct, temporary, short-term effects in the vicinity of Calthorpe Park School of minor to moderate adverse significance and of minor negative significance in the vicinity of the Leisure Centre, the site and country park during the construction phase.

50. In respect of road safety in EIA terms, the HGV traffic using the Elvetham Road

roundabout could pose a direct, temporary, medium-term effect on safety (particularly for cyclists) of minor adverse significance. The ES does highlight that the Construction Environmental Management Plan (CEMP) would include a Construction Logistics Plan or equivalent, to restrict HGV movements and avoid the start/finish times for Calthorpe Park School. As a result, the residual effects on road safety are anticipated to be of negligible significance.

51. Once completed, the only residual effects anticipated from the development would relate to severance, delay and amenity for pedestrians wishing to cross Hitches Lane in the vicinity of Calthorpe Park School, which would be of minor adverse significance. This is covered under the highway safety and transport section later in this report in relation to an identified project to create a crossing on Hitches Lane in the vicinity of the school.

52. The findings in EIA respects are not disputed. Detailed considerations of the effects of the proposal on transport and highway safety are covered later in this report.

- Agriculture and Soils

53. The ES confirms that whilst the 2016 outline application was submitted with its own ES, which was scrutinised at both the application stage and planning appeal stage, no concerns were raised at that time in respect of the development of former agricultural land. As noted within the 'Principle of development' section above, the site contains agricultural land which was previously assessed as being 'Best and Most Versatile' (BMV) agricultural land. The Agricultural Land Classification (ALC) has a grading of agricultural land from 1 to 5 as follows:

- Grade 1 – excellent quality agricultural land for growing a very wide range of agricultural and horticultural crops such as top fruit, soft fruit, salad, winter harvested vegetables at high yields.
- Grade 2 – very good quality agricultural land growing a wide range where there may be reduced flexibility or difficulties producing winter harvested vegetables or arable root crops with a lower yield than Grade 1.
- Grade 3 – good to moderate quality agricultural land with moderate limitations on crop choices, cultivation and harvesting or level of yield. Lower yields than Grades 1 and 2.
- Subgrade 3a – good quality agricultural – land capable of consistently producing moderate to high yields of a narrow range of arable crops at moderate yields such as cereals, grass, potatoes.
- Subgrade 3b – moderate quality agricultural land which is capable of producing a narrow range of crops at moderate yield mainly cereals and grass.

Grade 4 – poor quality agricultural land with severe limitations to restrict the

range of crops and/or level of yields. Primarily suited to grass but occasionally arable crops of cereal can be achieved. Yields of grass are moderate to high, it includes arable land may be very dry because of drought.

- Grade 5 – very poor quality agricultural land has severe limitations which restrict usage to pasture or rough grazing only. Occasionally there can be forage crops grown.

54. The ES outlines that the principal geology for the site is Windesham Formation of the Bracklesham Group comprising laminated clay, silt and fine or medium-grained sand. The ES survey shows that the site contains land classified as Grades 3a, 3b and potentially Grade 4.

55. The development of Phase 3 would therefore have a direct, permanent, long-term Minor adverse effect on BMV agricultural land. These soils are limited predominantly by droughtiness. The severity of the limitation is slight to moderate and land is classified as Grade 2 and Subgrade 3a, and the site is classified as 9.8ha of Grade 2 and 4.0 ha of Subgrade 3a, with 4.0 ha of existing woodland. However, as indicated in the Scoping Report, all of the site is now in non-agricultural use, having previously been granted outline planning permission, and is used for soil and associated materials storage for the construction of Phase 1 of the scheme

56. It is not necessary to consult Natural England on developments which are on agricultural land for other purposes unless the proposal is not in accordance with the provisions of the development plan and also meets the triggers in terms of hectares of agricultural land being lost. The proposal is not a departure from the development plan nor does it meet the size threshold and as such Natural England were not consulted on the application. It is noted that Natural England raised no objection in this regard on the 2016 outline permission.

57. Notwithstanding this, the applicant has undertaken a detailed ALC survey including soil profile assessment. The application site is 17.8 hectares in total, confirmed within the ALC assessment as being 9.8 hectares of Grade 2 land, 4 hectares of Subgrade 3a land and 4 hectares of woodland. The ES confirms that the proposal, for Phases 3, 4 and 5, would involve the change of use of approximately 13.8 hectares of agricultural land which would have a permanent minor adverse effect. The primary mitigation measures for this effect is the submission of a soil resources plan within the CEMP to establish the most appropriate re-use for the soils. The findings are not disputed.

### Conclusion on Environmental Impact Assessment Findings

58. The applicant's Environmental Statement submission, as required by the EIA Regulations, considers the combined and cumulative impacts of the proposed development together with other identified development schemes in the local area. It is considered that no residual cumulative effects would result in respect of climate change; drainage, flood risk and water resources; landscape and visual impact; local

air quality; nature conservation and ecology; noise and vibration or traffic and transportation.

59. The ES considers that in respect of socio-economics and human health, the development has the potential to give rise to cumulative effects. However, the conclusion is that these matters can all be mitigated, to ensure that the proposal would not have an adverse cumulative impact, including through the use of planning conditions and planning obligations and that through the secured measures that the development can proceed in conjunction with other committed development without unacceptable cumulative impacts.

60. Taking into account required mitigation, to be secured by planning conditions and a Section 106 legal agreement, the proposal would not have any significant environmental effects and would comply with the NPPF and the relevant policies of the development plan in respect of Environmental Impact. As set out within the various sub-headings above, the application can be considered positively, subject to conditions and a suitable legal agreement, taking account of combined and cumulative effects.

## **ASSESSMENT**

### Design, Landscape and Visual Impacts

- Layout and design

61. The submitted land use parameter plan shows that Phase 3 (full) would be in residential use with the surrounding development under Phases 4 and 5 to include public open space, productive community garden, attenuation basis, existing waterways and ecological buffers, woodland extension and existing woodland, together with proposed Public Right of Way (PRoW) diversion, vehicular routes, footpaths and the location of a community café, bakery and co-working space.

62. The density parameter plan shows that the hybrid application site would include low density (up to 30dph), medium density (31-40dph and 41-55dph) and higher density areas (56-65dph). Phase 3 which is to be considered in full would include both medium and higher density areas. It should be noted that density calculations alone are a crude mathematical tool whereby the number of homes are divided by site area. Density calculations will not in isolation 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.

63. The NPPF at Paragraph 130(e) states that planning decisions should ensure the potential of the site is optimised. In this respect, the proposed uplift in homes and density is considered to be optimisation of the site's potential.

64. The building height plan shows the overall site for Phases 3-5 would include development of 2 storeys, 2.5 storeys and up to 3 storeys. The full spectrum of 2-3 storeys would be included in the Phase 3 development which is to be considered in full. The illustrative masterplan shows a strong block pattern as discussed and evolved during the pre-application stage which was subject to expert opinion from an urban designer appointed by the Council. The internal avenues widen from the centre of the site towards the eastern and southern boundaries, to allow the vistas and existing landscape features to remain prominent.

65. The Architectural Characters Masterplan document illustrates the following character areas; Neighbourhood Housing, The Avenue Community Greenway, The Boulevard Community Greenway, The Hillside Community Greenway, The Wetlands Community Greenway and The Woodlands. These distinct areas provide a range of architectural styles and materials, which together with the variances in street pattern and density, help to create distinctive parcels as opposed to a single homogenous design and character. This is achieved by variety in the proposed building forms, proportions, types, sizes and internal configurations for each individual dwelling.

66. The proposal incorporates suitable areas of public open space which are larger than the 2016 outline permission. There is also an improvement to the green linkages on the perimeter of the site as well as through the centre. The green spaces are well designed to meet the recreational needs of the balanced community. The submitted plans demonstrate that the northern open space provides suitable areas for recreation together with a productive community growing garden. These meet the aspirations for delivering a community with health and wellbeing at the centre.

67. Policy NBE9 of the HLP32 seeks high quality design which positively contributes to the overall appearance of the local area, is appropriate in scale, density, mass and height and the choice of buildings and design. It requires proposals to positively contribute to public spaces, access routes and Public Rights of Way (PRoW). The proposed hybrid development would meet these policy objectives and the detailed design and quality of development in later Reserved Matters can be secured at the relevant stage. The hybrid proposal meets the policy objectives of Policy NBE9 of the HLP32.

68. Policy BE01 of the CVNDP32 requires (inter alia) proposals to follow quality design principles, respect local character and make efficient use of land through developing at an appropriate density. Policy BE02 of the CVNDP32 requires developments to incorporate strong building lines and architectural design, together with consideration of positioning of taller buildings on sites amongst other things. The proposal achieves these policy aims and is compliant with Policies BE01 and BE02 of the CVNDP32.

69. The design and appearance of the proposed homes in Phase 3, which is to be considered in full, will be a mixture of 2, 2.5 and 3 storey buildings of good design in architectural and urban design terms. Holistic consideration of 'good design' leads

decision makers to look at whether proposals improve quality of life, spaces, and the environment that we live, work and play in. In this respect, the applicant has adopted strong urban design principles for healthy communities within the development and been receptive to specialist Urban Design recommendations as part of the pre-application process. The indicative masterplan illustrates that holistic good design would be achieved.

70. Within the National Design Guide 2019 (NDG 2019) it states at section H1 that for healthy, comfortable and safe external environments that good design promotes quality of life for the occupants and users of buildings including through function, comfort, amenity and privacy amongst other things (paragraph 124). The detailed design for Phase 3 demonstrates that this would be achieved within the proposed development.

71. Building for a Healthy Life 2020 (BHL 2020) is a material consideration published by Homes England in partnership with NHS England and NHS Improvement as their 'key measure of design quality'. It is a widely-used and useful design tool in decision-making. Within BHL 2020 it sets out the core urban design elements to achieve integrated neighbourhoods, distinctive places and streets for all. These are made up of 12 areas;

- Natural connections
- Walking, cycling and public transport
- Facilities and services
- Homes for everyone
- Character
- Working with the site and its context
- Creating well-defined streets and spaces
- Easy to find your way around
- Streets for all
- Car parking
- Public and private spaces
- External storage and amenity space

72. The submission was accompanied by a Design and Access Statement which sets out how all of these urban design elements have been incorporated into the design of the current hybrid proposal. The urban design approach adopted within the scheme was subject to detailed input and constructive criticism from one of the Urban Designers who authored the BHL 2020 document during the course of the pre-application discussions. Their input has led to improvements and the Officer opinion is that the site demonstrates quality urban design to exceed policy requirements.

73. The development incorporates a 'play on the way' concept within the makes walking or cycling to school more appealing than driving. This has been integrated

within the community greenway links between the character area parcels as shown on the indicative plans, this could be secured at the relevant future Reserved Matters stage.

74. There has been careful consideration given to the design of external areas and revisions to the northern open space play area have followed detailed discussions held with Crookham Village Parish Council. The detailed proposed plans for Phase 3 demonstrate there would be suitable passive surveillance and encouragement of pedestrian footfall in relevant areas in order to prevent crime and anti-social behaviour.

75. In respect of the visual effects of the development, landscaping proposals will ensure that the development is adequately screened, and a condition has been recommended which would restrict the installation of external lighting without the Local Planning Authority's approval. This would prevent light pollution and glow, avoiding adverse impacts on nearby dark skies.

76. The detailed design elements of Phase 3 and indicative masterplans for Phases 4 and 5 meet the aims of Policies NBE9 of the HLP32 and GEN1 of the Hart Local Plan 2006, Policies BE01 and BE02 of the CVNDP32 and the design aims set out within the NPPF 2021. The development comprises good design which is founded on sound urban design and placemaking principles.

- Landscape

77. A number of public objections have raised concern with a loss of the gap between the settlements. This was robustly assessed during the application and appeal stages for the 2016 outline planning permission. Within the appeal decision, the Planning Inspector concluded in 2016 that:

“20. ... Notwithstanding the changes to the gap the absence of development between Netherhouse Copse and Crookham Village would result in no direct coalescence of these settlements.

25. Consequently, whilst the proposed development would be within the Local Gap it would not result in the physical and visual coalescence of settlements or the loss of individual identities and therefore I find no conflict with Policy...”

78. The 2016 decision is a material planning consideration for the assessment of this current proposal. The proposal, which borders Phase 1 to the west, which is under construction, would not result in the loss of the gap or visual coalescence between Crookham Village and Fleet, this accords with Policy NE01 of the CVNDP32.

79. In respect of development to the north and west, as granted in 2016, it is acknowledged that these areas of the wider site are still under construction and a total number of 217 homes gained permission at reserved matters stage under various submissions in relation to the 2016 permission. The baseline for landscape



impacts has therefore changed since the last outline application.

80. Well-established perimeter vegetation affords a robust boundary to the east and south of the site and offers containment from the wider surroundings, this is reinforced by the southern tree belt. Urbanising elements within the context of the site, including Hitches Lane to the west, Calthorpe Park School and the Hart Leisure Centre to the north together with the existing residential development to the east all have a strong influence on landscape character within the setting of the site. A relatively small number of residential properties have close range views of the site however distance and intervening vegetation would reduce perceptibility.

81. The site had permission granted in 2016 for a major housing-led scheme of up to 423 homes. Development has commenced on parcels which received reserved matters approval in recent years. The assessment of the landscape and visual impacts of this application, which is partly in outline, partly in full, must be considered in that context. Through the earlier outline permission, it was already accepted that the site would change significantly in terms of appearance and character.

82. The key part of the application landscape proposals, as shown on the parameter and indicative plans is the retention of the tree belt in the centre of the site and the screening afforded by the ancient woodland further to the south, which is also in the applicant's ownership. The indicative plans also show that all of the streets would be tree-lined and that opportunities to incorporate sustainable tree planting within the development have been taken, as required by Paragraph 131 of the NPPF 2021.

83. Significant earthworks have already been undertaken as part of the previous outline planning permission 16/10651/OUT. These earthworks have reduced the highest point of the Site from 79m AOD to 76m AOD and have created new site levels which act as a baseline on which the proposed new dwellings could be built.

84. As set out above, much of the site is well contained from a visual perspective, enclosed by tree belts and woodland blocks. Where there are gaps in the existing vegetation, there are achievable open views from the edge of Fleet, directly to the east of the site, with partial views towards the site from the north and west. Views from other directions are screened to varying degrees by layers of intervening vegetation. It must also be borne in mind, that in planning terms there is no right to a view (in its own right). As such, altered outlook from existing residential properties was duly considered under the 2016 outline application which is a material consideration. The change in outlook or view for existing residential occupiers to the east would not be demonstrably harmful.

85. The applicant has provided a Landscape and Visual Impact Assessment (LVIA) to accompany the application to predict the landscape and visual impacts arising from the proposed development. The conclusions of the LVIA are considered reasonable.

This considers the landscape visual receptors including:

- residential properties;

- public buildings;
- transient receptors from roads, pavements and public rights of way;
- areas of public open space;
- visitor attractions; and
- employment areas.

86. The LVIA considers the extent to which the development would be visible in the landscape. Landscape value of low, medium and high has been attributed within the LVIA. In the LVIA, Landscape Susceptibility relates to the capacity for change in the current landscape. The LVIA sets out that visual sensitivity relates to the level of significance or effects that change would have in terms of high, medium, low, negligible or neutral. Within surrounding land, there are a variety of types of view of the site including: open views (clear and unobscured view) partial views (view of part of the site, glimpsed or distant) and truncated views (no view or difficult to perceive). The most significant change in landscape terms would be to open views of the site which are not transient in nature.

87. Landscape effects were considered within the LVIA including site enabling, construction and operation (at years 1 to 15) as follows:

- Presence of built form including boundary treatments;
- Storage, service and infrastructure;
- Access and traffic movements;
- Lighting;
- Presence of parked cars;
- Noise from works, use and vehicles;
- Visibility of plumes from chimneys;
- Signage;
- Outdoor activities;
- New landscaping which is operational;
- Land management;
- Enhancement or restoration of landscape.

88. These sources of landscape impact are proposed to be mitigated and offset by a combination of measures. These include primary measures which comprise part of the design itself such as architecture, building heights and locations and landscaping. Mitigation measures also include the use of standard practices to reduce environmental effects and finally secondary measures are used as mitigation to address residual landscape effects after the primary measures and standard practices have been implemented.

89. Landscape mitigation is to avoid, reduce and/or offset, any significant (major to moderate) negative (adverse) effects on the landscape and visual receptors arising from the proposed development. Residual effects consider any additional mitigation measures. Cumulative effects are defined as effects which result from additional changes to the landscape and visual receptors by the proposed development in conjunction with other developments. Intervisibility between the site and receptors in

residential properties or as road or footpath users would be limited due to the surrounding development and the previous outline and reserved matters which have either been built out already or are under construction.

90. There would be close-range views of the site achievable from the residential properties to the east and also for users of the roads and footpaths albeit these views as experienced from PRoWs would be few and intermittent.

91. The proposed development would have an impact on the existing landscape character and generate impact on the visual amenities of the area however the enclosed nature of the site and the mitigation measures proposed would result in a scheme which compensates for these landscape effects whilst delivering new homes development which is a considerable social benefit. The outline permission from 2016 is a material consideration and under that application, the Inspector considered that a development of the entire site for up to 423 homes would be acceptable in landscape respects subject to conditions.

92. The introduction of residential development onto the site would change the existing landscape character however a number of mitigation measures are proposed to assist in integrating the development into the landscape. This includes differing building types and heights and densities, retention of woodland areas and the introduction of additional planting and open spaces. It is considered that the development, with the imposition of suitable conditions, can be successfully accommodated on this site.

### Housing Mix

93. As outlined within the Planning History section above, outline planning permission 16/01651/OUT for up to 423 homes and a community facility was granted in October 2017. Reserved matters have been granted for the first 217 homes and the outline permission has now expired.

94. This proposal is for 311 homes which would take the development overall to a site-wide number of 528 homes, which is 105 additional homes above the original permission. Objective 1 of the HLP32 states “to plan for sufficient land to be available for at least 7,614 new homes to be built in the District in the period 2014 – 2032 such that it provides a continuous supply of housing.”

95. Objective 3 of the HLP32 continues “to provide new homes of a mix of types, sizes and tenures to meet the current and future needs of Hart’s residents, including affordable housing; new homes and care accommodation to meet the needs of an ageing population, and homes for other specialist groups.”

96. Paragraph 124 of the HLP states “A mixed and balanced community requires the provision of homes for single person households, couples, families and older people. The diverse requirements of these households will need to be reflected in the mix of

house types, sizes and tenures on new development sites within the District.” A key feature of the current hybrid proposal is the reduction in the number of larger properties (4 and 5 bed homes) and an increase in 3 bed homes. This provides a mix which better reflects the mix of properties sizes required in the Housing Market Area, as identified in the Strategic Housing Market Assessment (2016) and reflected in Paragraph 125 of the HLP32 relating to Policy H1(a).

97. The 2016 SHMA confirms that across the housing market area (HMA) a mix of property sizes will be required as follows:

- 1 bed: 7%
- 2 bed: 28%
- 3 bed: 44%
- 4 bed: 21%

98. The applicant has provided an indicative mix of homes for Phases 3-5 which shows the following:

<b>Tenure</b>	<b>1b flat</b>	<b>2b flat</b>	<b>2b house</b>	<b>3b house</b>	<b>4b house</b>	<b>5b house</b>	<b>Total</b>
<b>Market</b>	0	1	33	94	55	8	191
<b>A/R</b>	20	38	14	23	2	0	97
<b>S/O</b>	4	8	11	0	0	0	23
<b>Total</b>	24	47	58	117	57	8	311
<b>Total</b>	24	105		117	65		311
<b>%</b>	7.7%	33.8%		37.6%	20.9%		

99. Policy H1 of the HLP32 requires an appropriate mix of dwelling types and sizes and on sites providing more than 5 homes, that 15% of market homes be accessible and adaptable homes to meet M4(2) of the building regulations. The submission confirms that 31 of the market homes and 12 of the affordable homes will be designed in accordance with part M4(2) of the Building Regulations. A further home will be designed in accordance with part M4(3) of the Building Regulations.

100. These would meet the policy requirements of Policies H1 and H2 of the HLP32 and a condition has been included to secure this delivery. For Phase 3 which is subject to detailed consideration at this stage, the proposal would deliver 93 market homes comprising 26 x 2 bed houses, 49 x 3 bed houses, 17 x 4 bed houses and 1 x 5 bed house.

101. In respect of Custom and Self Build Homes (CSB) Policy H1 requires that on sites of over 20 homes, 5% of the plots should be allocated for CSB subject to the site suitability and need shown on the Council's CSB register.

102. The policy sub-text for H1 clarifies that the criterion requiring CSB homes will be applied flexibly on a case-by-case basis depending on the suitability of the site to accommodate CSB. The applicant has confirmed that the site is suitable for the development of CSB homes in the later phases (4 and 5). On Phase 3, the detached dwellings are focused around the central village green, and prominent neighbourhood character areas. By proposing self-build plots in these locations it would risk compromising the character areas that form a core design feature for the phase which the Council has worked positively with the applicant to achieve. It would be unsuitable and undesirable to have CSB plots in this prominent position due to the potential timeframes in the units being delivered, which are typically longer than corporate housebuilders, and the final quality of each development.

103. Ideally CSB plots should be located where they can be self-serviced, or have a separate access for construction. Given the timing of self-build plots is less predictable as mentioned above, careful consideration must be given to their siting to ensure that there is minimal risk of construction vehicles being driven through completed areas of development. This could cause prolonged disruption to occupiers who have already moved into their homes. The locations of the detached dwellings on Phase 3 would propose difficulties in terms of the management of construction activities whereas phases 4 and 5 are more suitable.

104. The Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) provides a legal definition of self-build and custom housebuilding. In considering whether a home is a self-build or custom build home, authorities must be satisfied that the initial owner of the home will have primary input into its final design and layout. Chapter 2, Section 9 of the Housing and Planning Act 2016 defines a self-build as follows;

“self-build and custom housebuilding” means the building or completion by—

- (a) individuals,
- (b) associations of individuals, or
- (c) persons working with or for individuals or associations of individuals, of houses to be occupied as homes by those individuals.

But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person.”

“association of individuals” includes a body corporate that exercises functions on behalf of an association of individuals;

“completion” does not include anything that falls outside the definition of “building operations” in section 55(1A) of the Town and Country Planning Act 1990;

“home”, in relation to an individual, means the individual's sole or main residence.”

105. At the reserved matters stage further consideration would be given to whether compliance with the self-build definition would be met and whether design codes or ‘plot passports’ would be necessary.

106. In discussions with the applicant, it is considered that due to the layout and house types proposed in Phase 3 this would not be suitable for delivery of CSB. For phases 4 and 5 (up to 126 dwellings) there is an agreement with the applicant for delivery of the policy-compliant 5% CSB, subject to these being offered to the market for 6 months. Whilst Policy H1 of the HLP32 Paragraph 134 sets out that the usual marketing period would be one year, to prevent unnecessary delays in the delivery of homes on site to meet the Council's Housing Delivery Rates it is considered that a 6-month offer is appropriate in this instance. The 5% quota in phases 4 and 5 would result in 6x CSB plots offered which is acceptable.

107. The NPPF states that in order to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should plan for a mix of homes based on current and future demographic trends.

108. The detailed mix of homes for Phase 3 is considered to be acceptable and the detailed mix for Phases 4 and 5 would be submitted as part of any Reserved Matters submission, as required by condition and as secured by the Section 106 legal agreement.

### Affordable Homes

109. Policy H2 of the Hart Local Plan 2032 (HLP32) requires proposals on major developments to provide 40% affordable homes on-site with any partial calculation collected as a financial contribution, interspersed and mixed with the market homes, of a size and type to meet housing need, of a tenure mix comprising 65% affordable homes for rent and 35% affordable home ownership. 15% of the affordable homes will be accessible and adaptable homes (M4(2) of the Building Regulations) and a minimum of one affordable home will be a wheelchair user home (M4(3) of the Building Regulations) and subject to securing the retention of affordable rented accommodation in perpetuity.

110. The NPPF 2021 states that Local Planning Authorities should plan for a mix of homes based on current and future demographic trends, market trends and the needs of different groups in the community, and should identify the size, type, tenure and range of homes that are required in particular locations, reflecting local demand. This national policy aim is met by this proposal.

111. Under the 2016 outline permission, which has now expired, there was a financial contribution of £24,500 made by the applicant to address the small percentage difference between the number of whole affordable homes provided under the original outline (16/0651/OUT) and the policy compliant level of 40% affordable housing.

112. The current hybrid proposal will deliver the remaining balance of affordable

housing required under the original planning permission (in respect of the homes which were not approved under any reserved matters) as well as 40% affordable housing on the uplift of 105 dwellings, which is delivery of 42 affordable homes. This has been captured within the draft Section 106 agreement.

113. The applicant has agreed to a Section 106 legal agreement to secure the delivery of 40% affordable housing on the site. This meets the policy requirements of Policy H2 of the HLP32 and the aims of the NPPF 2021. Whilst the Council's Housing team has raised concerns with the locations of the affordable housing homes, these have been subject to revisions and through constructive dialogue with the applicant. It is considered that the affordable homes are interspersed and distributed throughout the development mixed with the market homes appropriately for Phase 3.

114. Within Phase 3, there would be the following mixture of affordable rented homes;

- 13 x 1 bed apartments,
- 29 x 2 bed apartments,
- 6 x 2 bed houses,
- 19 x 3 bed houses and
- 2 x 4 bed houses.

115. There would be a total of 69 affordable homes delivered on Phase 3.

116. Within Phase 3, there would be the following mixture of shared ownership homes;

- 4 x 1 bed apartments,
- 6 x 2 bed apartments,
- 2 x 2 bed coach houses and
- 11 x 2 bed houses.

117. There would be a total of 23 shared ownership homes delivered on Phase 3.

118. The exact locations for affordable homes in Phases 4 and 5 would be subject to detailed review under future Reserved Matters Application and the Section 106 agreement required details of the number of homes to be provided within each phase. The hybrid proposal is acceptable in terms of housing mix and affordable housing provision, in line with policy requirements.

### Heritage Impacts

119. The County Archaeologist has confirmed that there are no archaeological

issues for the proposed development. It is considered by the Case Officer that a site-wide archaeological condition for a watching brief should be imposed in line with the last outline application. This condition would reflect the works which have already been undertaken on the site overall whilst allowing recording of any below-ground evidence or artefacts relating to heritage. A condition provides suitable mitigation and allows the recording of any evidence from the historic environment to be made publicly available.

120. The site is not located within any Conservation Area nor is it within the setting of any designated heritage asset. There are no Listed Buildings on the site or nearby. The submitted ES anticipates that there would be truncated views from the Crookham Village Conservation Area.

121. The ES main report also concludes that the impacts of the proposed development on the dark night skies of Crookham Village Conservation Area would be negligible during construction and occupation albeit an increased perception of light spill is expected in the northern part of the Conservation Area. The ES concludes that the impacts of the development on users of the PRoW within Dogmersfield Conservation Area (Footpath 9a) would experience a low adverse effect.

122. On balance, the impacts of the development on visual receptors in conservation areas is acceptable and any adverse effects on the transient receptors in the Dogmersfield Conservation Area (users of the PRoW) are clearly outweighed by the public benefits of the scheme and do not generate harm to the designated heritage assets themselves.

123. The proposal is acceptable in heritage respects in line with Policies NBE8 and NBE9 of the HLP32, Policies BE01 and PA04 of the CVNDP32 and the aims of the NPPF 2021.

#### Amenity for proposed occupiers

124. Phase 3 has been submitted in full which means the details are available in order to consider amenity impacts. 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.

125. 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.

126. 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.

127. 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.

128. 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).

129. In respect of the outline element of the proposal, Phases 4 and 5, the impacts on amenity would be considered at the reserved matters stage and there are no in-principle concerns to raise at this stage.

#### Neighbouring amenity

130. There will be a change in the outlook for existing properties within the vicinity however the principle of development of the site for new homes was accepted by the Planning Inspector for the outline application and areas are already being built out. In planning terms, there is no right to a view and an existing view of an undeveloped area of land is not in itself a material planning consideration.

131. The proposed layout demonstrates that the existing residential properties to the east (as the closest residential properties) would be sited at a sufficient distance from the proposed development for Phases 3, 4 and 5 to avoid any demonstrable adverse impacts. Due to the separation distances and the previous outline determination that the site was suitable for development, including in amenity respects, there are no concerns in this respect. The Inspector's decision for 16/01651/OUT is a material planning consideration and nothing has materially

changed since that decision which would alter the baseline for considerations on neighbouring amenity.

132. The separation distances between existing properties and the proposed development would ensure that no adverse impacts would result in terms of overlooking, overbearing or loss of light. Whilst concerns have been raised by members of the public regarding the development generating a loss of light for existing residential occupiers to the east, any development in this phase would not be directly adjacent to existing properties in the residential cul-de-sacs to the east. The development would retain the eastern boundary trees and the proposed built form would not generate any loss of light to existing residential properties or land given the intervening phases of the development which would remain in addition to the proposed use of the land to the north and the highway to the west.

### Pollution

133. Policy NBE11 of the HLP32 states that proposals will be supported provided where they do not give rise to, or be subjected to, unacceptable levels of pollution (including cumulative effects); and it is satisfactorily demonstrated that any adverse impacts of pollution will be adequately mitigated or otherwise minimised to an acceptable level.

134. The Council's Environmental Health team commented on the proposal to confirm that they raise no objection subject to conditions to secure hours of construction, submission of a Construction Environmental Management Plan, land contamination, restrictions on hours and noise.

135. Ground contamination was dealt with at the outline stage and there were conditions attached in that respect however as the outline permission has lapsed and this is seeking a new hybrid permission, it is important to re-visit the consideration of contaminated land. Conditions have been included requiring the relevant update any of the contamination surveys and reports for the site given that the baseline has altered since the approval of the 2016 permission.

136. In respect of noise, the noise assessment report submitted by the applicant within their ES is not disputed by the Council's Environmental Health team. The Council's EH team has recommended careful consideration of mitigation measures for noise within Phase 5 due to the proximity of that indicative parcel with the playground of All Saints Junior School. This would be subject to detailed consideration as part of any Reserved Matters Application. The Council's Environmental Health team has recommended that conditions are imposed in respect of the neighbourhood store/café and co-working space to secure details of plant, ventilation, refrigeration and air conditioning units amongst others including opening hours.

137. Paragraph 120 of the NPPF states that planning decisions should ensure that new development is appropriate for its location. The effects (including cumulative

effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area of the area or proposed development to adverse effects from pollution, should be taken into account.

138. The site is not located within a designated Air Quality Management Area (AQMA). The introduction of residential properties to the area may expose the future occupants to air pollution associated with road traffic and is likely to increase road usage in the area by the occupants. The Council's Environmental Health team has confirmed that the findings of the ES in terms of air quality are accepted and that there would be a small and imperceptible change in terms of the magnitude of annual mean concentrations of NO<sub>2</sub> from generated road traffic. The Council's Environmental Health team has concluded that the impact on air quality would be acceptable.

139. Subject to the imposition of suitable conditions, the proposal is considered to be acceptable in terms of pollution impacts in line with Policy NBE11 of the HLP32 and the aims of the NPPF 2021.

#### Highway Safety, Access and Parking

140. The principle of development of the overall site for up to 423 homes was assessed by the Planning Inspector under 16/01651/OUT and the necessary off-site road improvements, access, trip generation were all secured to mitigate the effects of the development to make it acceptable in planning terms.

141. For this application, Hampshire County Council as Local Highway Authority have reviewed the proposed uplift of 105 homes in the context of what has been previously agreed and any additional pressure from increased homes. They have requested a financial contribution be secured from the developer to address the additional impact created by the uplift. The Local Highway Authority has also requested a financial contribution to secure an off-site pedestrian crossing on Hitches Lane positioned between the Calthorpe Park School site and Hart Leisure Centre to the north. These are considered to be suitable contributions which would meet the tests set out in the Community Infrastructure Levy Regulations (as amended) and as set out in Paragraph 57 of the NPPF 2021.

142. The accesses to the site were assessed under 16/00651/OUT and have been built to the agreed standards for visibility and required manoeuvres. The suitability of the site for major residential development was considered by the Planning Inspector under the 2016 outline permission and in terms of accessibility, the nearest bus stops are located on Hitches Lane approximately 650 metres north of the overall site adjacent to Hart Leisure Centre and Calthorpe Park School. There are further bus stops located 650 metres south of the Site at the edge of Crookham Village.

143. Phase 3 of the proposal is to be considered in detail, it proposes a total of 185

residential units including 54 apartments, 2 coach houses and 129 houses.

144. The Design and Access Statement confirms that the site has an Emergency Vehicle Strategy to ensure that each and every home on the site can be accessed by emergency vehicles and staff, compliant with Building Regulations. The application has been submitted together with a Parking Strategy which sets out the development would have the following parking provision:

Type of Parking Space	Number of Car Parking Spaces		
	Phase 3	Phases 4 and 5	Total
Number of homes	185	126	311
Allocated Spaces – Houses	282	260	542
Allocated Garages – Houses	23	34	57
Allocated Spaces – Apartments	91	25	116
Unallocated or Visitor Spaces	30	15	45
Total	426	334	760

145. Parking spaces are proposed to be delivered in a variety of forms across the development including through the provision of driveways, garages, car ports, parking courts and on-street parking spaces. 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 their stated maximum standards. The applicant has emphasised within their submission, the sustainability aims of reducing car dependency on the development, the amount of parking proposed for Phase 3 which is to be considered in full, is acceptable and there will be sufficient public transport options via walking to bus stops, walking to schools and leisure facilities and cycling into Fleet. The proposal has been designed to make it more attractive for people to walk or cycle for short trips, helping to improve levels of physical activity, air quality, road congestion and the quality of the street scene; whilst also providing sufficient and well-integrated car parking.

146. These aims for modal shift away from the private vehicle, coupled with active promotion of walking and cycling 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 pedestrian and cycle paths to the north-east. Within the draft s106 legal agreement an obligation has been included to secure enhancements for a cycle connection to the north-east is delivered to connect with the wider routes as required by Policy BE07 of the CVNDP32.

147. All homes will be provided with on-plot Electric Vehicle (EV) charging points or have sufficient cabling connections to allow a future connection without retrofitting works. 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 in line with the Council's standards.

148. The Hart District Council Interim Parking Standards (2008) would require a development of this type and size to provide the following parking provision:

<b>Type of Development: General Residential</b>	<b>Zone 2 (settlements including Fleet)</b>
1 bedroom homes	1 allocated, 0.5 visitor spaces per home
2 bedroom homes	2 allocated, 0.5 spaces per home
3 bedroom homes	3 allocated, 0.25 spaces per home
4 or more bedroom homes	3 allocated, 0.5 spaces per home

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

24 x 1 bed flats: 24 allocated, 12 visitor

47 x 2 bed flats: 94 allocated, 23.5 visitor

58 x 2 bed houses: 116 allocated, 29 visitor

117 x 3 bed houses: 351 allocated, 29.25 visitor

57 x 4 bed houses: 171 allocated 28.5 visitor

8 x 5 bed houses: 24 allocated, 4 visitor

Total: 780 allocated, 126.5 visitor

150. 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 311 homes 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.

151. The Hart adopted interim guidance for parking provision (2008) sets out that the standards are a maximum and not a minimum requirement. They also highlight that where 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. In this instance, the applicant has provided evidence to justify the amount of parking they have provided and Council Officers consider that the parking provision equated from the interim standards would not be acceptable when the development is considered holistically.

152. In addition, the section 106 legal agreement from the outline permission included clauses 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. These clauses are being updated within the draft s106 legal agreement to capture the uplift in homes.

153. 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. 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.

154. Policy INF3 of the HLP32 requires developments to promote the use of sustainable transport modes prioritising walking and cycling, improve accessibility to services and support the transition to a low carbon future. The hybrid proposal meets these policy objectives, and an off-site cycleway link is to be provided to the north-east in order to secure a convenient cycle link to Fleet town centre to meet with Policy BE07 of the CVNDP32. This also meets with the Council's aims for securing a 'green grid' for connectivity of walking and cycling across the District.

155. The proposed development would integrate into the existing movement network and would not have a severe impact and would mitigate its effect on the operation, safety or accessibility of local highway networks subject to securing the contributions required by the Local Highway Authority which satisfies Policy INF3(a) and INF3 (f).

156. In respect of refuse and recycling, the Council's Joint Waste Client team raised initial queries and the applicant confirmed that the Refuse Strategy Layout (011902-BER-S-PH3-05\_REV 01) demonstrates the refuse collection points added to each plot and where pick up locations will be cited. All apartment bin store layouts are shown on the corresponding drawings as these are located internally within the

buildings. The applicant confirmed that dropped kerbs will be designed as standard within the technical design stage with HCC. All refuse and recycling storage area doors will be in line with Building Regulations to ensure these remain open during use and that lighting will be provided within the refuse store. The applicant also highlighted that as per the Building Regulations, the maximum distance a waste bin can be transported by the occupant is 30 metres and this has been allowed for within the layout.

157. The proposal would provide safe, suitable and convenient access for users as required by Policy INF3(b). The proposal demonstrates a suitable on-site movement layout which is compatible for all users as required by Policy INF3(c). The proposed development would provide appropriate parking provision as justified by the applicant's submitted evidence, which the parking standards set out as being an appropriate response where applicants consider the numbers of parking spaces recommended in the standards would be too high on a particular development.

### Flood Risk and Drainage

158. Hampshire County Council, as the Lead Local Flood Authority has raised no objection to the proposal in respect of flood risk and drainage. 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. This condition has been included and the proposal is acceptable in line with Policy NBE5 of the HLP32, Policy BE06 of the CVNDP32 and the aims of the NPPF 2021.

### Ecology and Trees

159. The site is not considered to have a high level of ecological value at present given the previous agricultural use and the site clearance which has taken place under the 2016 outline permission. An extended Phase 1 habitat survey including site walkover was carried out between June 2020 and September 2021 and submitted with the Environmental Statement.

160. As part of a breeding bird survey, 27 species of bird were identified and 7 species were confirmed as breeding. The majority of bird species were encountered in association with the southern woodland and several within the mature tree line along the eastern boundary. The presence of three Red List species and two Species of Principle Importance results in the breeding bird assemblage being of Local value. The woodland to the south of the site is not proposed to be altered as a result of the development and the Tree Protection Plan shows that trees along the eastern boundary would also be retained with the exception of two trees; T63 and T68. As such, there would be no adverse effects on breeding birds as a result of the development.

161. Given that the site has been cleared as part of the works already undertaken under 16/01651/OUT, the ecological value overall is considered to be low. The Environmental Statement confirms that no bat roosts are known on site however due to the potential impacts of construction lighting on foraging bats, a condition has been included to require details to be submitted in advance.

162. A badger sett has been identified on the site as confirmed within the ES. A condition has been included requiring a Biodiversity Mitigation and Management Plan to be provided. In addition, a licence from Natural England would be required to close down any active badger setts on site and an informative in this regard has been added.

163. The ES also sets out that a small population of slow worms are present on the site, along the southern part. All native reptiles are listed as rare and most threatened species under Section 41 of the Natural Environment and Rural Communities Act (2006). Decision-makers must have regard for the conservation of Section 41 species as part of any planning decision. The ES confirms that a reptile survey was carried out in May 2020, with inspections between June and August 2020 confirming male, female and sub-adult slow worms on site.

164. Whilst the ES confirms that no habitat currently supporting slow worms would be lost, due to the age of the survey it is considered appropriate to condition that a final inspection survey is carried out prior to works starting. If slow worms are found to be on site, then a suitable translocation area within the site shall be identified.

165. The proposal would not lead to a harmful displacement of wildlife or loss of habitat as confirmed by the extended ecological survey detailed within the ES. The proposal would be acceptable in ecological respects, subject to conditions, in line with Policy NBE4 of the HLP32, Policy NE05 of the CVNDP32, aims of the NPPF 2021 and relevant legislation mentioned above.

166. Public objections have raised concerns with loss of woodland and impacts on trees. The application was accompanied by an Arboricultural Impact Appraisal (AIA) as well as an Arboricultural Assessment. The Tree Protection Plan sets out that along the eastern boundary, only two trees are to be removed which ensures that the residential neighbouring properties from the east continue to benefit from the presence of the on-site trees in terms of wider amenity. The AIA contains a tree schedule which confirms that across the entire site, there are 19 instances of felling or partial removal of trees. The NPPF Paragraph 131 requires developments to retain trees wherever possible. The indicative layout demonstrates that this has been factored into the development.

167. The impact appraisal sets out that there is one high quality 'Category A' tree which is to be protected through special precautions over and above fencing and



ground protection. There are four moderate quality 'Category B' trees which are to be removed in totality with one partial removal of a Category B group. There is one Category B tree which is to be protected through special precautions. In respect of low quality 'Category C' trees, there are eight trees to be removed in totality, one group to be removed in totality and partial removal of three groups.

168. The removed trees are not significant in their contribution to the wider character and amenity of the area. All of the retained trees will be protected via fencing and ground protection. Additional precautions include works carried out under direct supervision of an arboricultural consultant in particular any installation of surfacing, services or soft landscaping. The AIA states that the general principles to follow would include a pre-commencement meeting with an arboricultural consultant, regular supervision visits, overseeing of specific works which could affect trees.

169. Aside from the above tree works, two trees on site were surveyed as being in such poor condition that they were advised for removal in the interests of good management alone, irrespective of any development works.

170. To mitigate the loss of trees on the site, new landscaping is proposed which will include significant new trees located in sustainable positions within the site. These trees will have a potential to reach a significant height and contribute to the amenity and character of the area. The proposal is acceptable in tree respects, in line with Policies NBE2 and NBE9 of the HLP32 and the aims of the NPPF 2021.

#### Thames Basin Heaths Special Protection Area

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

172. The applicant has sought to provide mitigation for recreational pressure on the Thames Basin Heaths Special Protection Area through access to the Edenbrook SANG to the north-west. This land was previously transferred to the Council from the ownership of the applicant under 16/01651/OUT and whilst there is an uplift in the number of homes for the current proposal compared to the 2016 outline, there was always a surplus of dwelling numbers which could be allocated to the Edenbrook SANG when it was transferred to the Council. A financial contribution securing Strategic Access Management and Monitoring (SAMM) is required to be collected by the Council and transferred to HCC; this is included within the draft s106 legal

agreement.

173. Whilst public objection states that the SANG is too small, the SANG has sufficient capacity for the proposed residential development in line with the calculations set by Natural England for SANGs. The Council's Countryside Team have raised no concerns with the proposal in this respect.

#### Climate change and Equality

174. During the course of the application the applicant provided an energy and sustainability document setting out the fabric-first approach and use of low-carbon technologies. This outlines that the energy hierarchy of reducing energy demand, using energy in an efficient way and using energy from low carbon energy technologies to meet demand has been adopted.

175. Policy NBE9 of the HLP32 requires developments to reduce energy consumption through sustainable approaches to building design and layout and incorporate renewable or low carbon energy technologies where appropriate. The applicant has demonstrated that these policy requirements have been met.

176. The applicant also submitted an Energy Statement dated April 2022 which states that all properties will:

- Exceed the minimum fabric requirements of Part L1A (2013) of the Building Regulations
- Include 100% low energy lighting
- Include energy efficiency measures and natural ventilation
- Be fitted with domestic appliances which achieve a minimum A to A++ energy efficiency rating
- Have smart meters provided allowing future occupiers to monitor and have greater control of their energy usage
- Utilise air source heat pumps (or a suitable alternative) to avoiding the need for gas boilers.

177. In addition to the above, on a number of the properties, Photovoltaic Panels (solar panels) will also be used alongside heat pumps. The carbon emissions for the development are shown to be slightly lower than the minimum requirements of the Building Regulations. In order to achieve a reduction in carbon emissions, all renewable energy technologies were assessed for their feasibility for inclusion in this scheme. From that exercise, it was concluded that air source heat pumps (ASHPs) or a suitable alternative will be used, avoiding the need for gas boilers. In addition to ASHPs, photovoltaic panels will also be used.

178. Passive design measures have been utilised to incorporate solar gain and shading to prevent overheating in summer. The fabric of the proposed dwellings are

designed to be formed of new thermal elements with u-values that meet Building Regulations and measures to reduce thermal bridging between the junctions of these thermal elements will be incorporated. Levels of air tightness will be achieved which are compliant with Building Regulations thereby reducing heat loss further.

179. The applicant has confirmed that initial lighting installed on the site would comprise LED lighting only and that all domestic appliances would achieve a minimum A to A++ energy efficiency rating. All homes will be provided with smart meters to allow future occupiers to monitor and have greater control of their energy usage and occupiers will be provided with a user guide to ensure that they have adequate information to enable them to operate heating, hot water, ventilation and lighting systems in the most energy-efficient and cost-effective manner.

180. The energy statement confirms that water efficiency measures to reduce consumption will be installed in toilets, showers, baths and taps. It outlines that all domestic appliances such as dishwashers or washing machines will be highly water and energy efficient. These measures would ensure that levels of water consumption will not exceed 110 litres per person per day which meets the requirements of Policy NBE7 of the HLP32.

181. In determining this application, the Council 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.

#### Legal Agreement - contributions to mitigate the effects of the development

182. The HLP32 states at paragraph 379 that the Council will use conditions and Section 106 legal agreements to ensure that the requirements of the Local Plan policies are implemented. In this instance, a Section 106 Legal Agreement has been drafted between the parties, under Section 106 of the Town and Country Planning Act 1990. A Section 106 (s106) agreement allows for the regulation of the development or use of land in ways that could not otherwise be effectively controlled by planning conditions.

183. Policy INF1 of the HLP32 sets out that 'Infrastructure' including on and off-site provision may be required to make otherwise unacceptable development acceptable, subject to viability review. Policy BE01 of the CVNDP32 requires proposals to provide the necessary infrastructure to serve the development including highways, open spaces, health and education and local small-scale retail facilities amongst other things (where applicable). The proposal has a package of financial contributions which will achieve the infrastructure aims of the development plan.

184. As part of the consideration for this hybrid application, the terms of the s106

agreement for the 2016 outline permission have been carefully considered and a revised hybrid s106 agreement has been drafted to secure infrastructure benefits to mitigate the effects of the proposal including financial contributions, including 40% / 42 on-site affordable homes.

185. The s106 agreement has also been drafted to include a healthcare contribution to the Clinical Commissioning Group (CCG) for additional GP service provision to mitigate the demands of the development.

186. The developer has already provided SANG land to the Council to mitigate the impacts of the development for up to 423 homes as part of the 2016 outline permission. As such, there is no further SANG contribution required to be provided as part of this hybrid application. In respect of a SAMM contribution, this has been included within the draft s106 agreement to be paid to the Council and transferred to Hampshire County Council as the relevant authority for monitoring.

187. The draft s106 agreement includes financial contributions to be collected and transferred to HCC as Local Education Authority for Special Educational Needs and Disability (SEND) following the identification that current provision at Calthorpe Park School would not be sufficient to meet the demands of the proposed development. HCC confirmed that they do have pipeline capacity to meet the demands of the proposal in respect of additional pupil numbers in secondary school provision due to contributions obtained from earlier planning permissions.

188. The drafted s106 also includes financial contributions to HCC as Local Highway Authority in relation to off-site highways improvements and Travel Plan as an uplift to the previously agreed contributions and a new contribution for a pedestrian crossing on Hitches Lane between the Calthorpe Park School and the Hart Leisure Centre.

189. During the consultation process, an identified infrastructure project at the Basingstoke Canal Towpath was highlighted to the Council. The drafted s106 agreement includes a financial contribution to mitigate the direct impacts of the proposed development.

190. A number of public objections have included reference to impacts of new development on existing facilities, services and infrastructure. The above package of mitigation would address all of the concerns raised.

191. The above contributions are sought because they have been identified and justified, meeting the relevant tests of being:

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

192. The S106 Legal Agreement will need to make financial provision to cover the Council's administrative costs of administering, monitoring and discharging the clauses in the S106 legal agreement.

193. These identified contributions meet the policy aims of H2 and INF1 of the HLP32 and the aims of the NPPF 2021 (Paragraphs 34, 57 and 58). In the absence of securing these contributions, the application would be recommended for refusal, as set out in Recommendation B on the first page of this report, on the grounds of failing to meet the requirements for affordable homes, site and offsite infrastructure contrary to the aforementioned policies.

### Other Matters

194. The 44 no. public objections received are acknowledged and have been fully considered. Some of the concerns raised within the objection are addressed within specific sections above (i.e. highways, design and landscape, neighbouring amenity). In respect of concerns for changes on the value of nearby properties, this is not a material planning consideration and cannot be taken into account when determining planning applications.

195. Concerns were raised within public comments that the stated economic benefits of the proposal were disputed. There is no conflicting evidence before the Council and the stated economic benefits set out by the applicant are not disputed by Officers in the absence of robust justification to the contrary.

196. Concern has been raised in respect of pressure and impact on PRoW footpaths. The 2016 outline permission secured financial contributions for improvements to the PRoW network which are being incorporated into the draft s106 for this proposal. HCC did not request any uplift to the original contributions as part of their consultation response. The proposed development also includes mitigation by way of financial contribution for physical improvements and upgrades the Basingstoke Canal Towpath, operated by HCC, which is a new identified project which was not included on the 2016 permission.

197. Objection raised in respect of nearby properties suffering power cuts is not a material planning consideration. The relevant utilities provider(s) should be contacted in this respect. The development would seek its own connections and demonstrate compliance with Building Regulations in regard to utilities.

198. Concern has been raised with potential for the development to cause subsidence to residential neighbouring properties on Swan Way. The development site is a significant distance from these properties and given the intervening mature trees, appears unlikely that any groundworks on the application site would cause ground disturbance off-site. If any effects did occur and were proven to be caused by

the development, this would be a civil legal matter between any relevant off-site landowner and the owner of the application site.

### Public benefits

199. The major social public benefit of the proposal is the provision of housing, 311 units in total, including 40% affordable homes. The provision of a flexible mixed-use neighbourhood store/cafe coworking space for the community together with areas of open space and play are clear social benefits for the wider community. The financial contributions secured within the draft s106 include provision towards mitigating the social effects of the development and the improvements in terms of leisure, sport, pedestrian crossing, canal towpath and cycleway will also benefit the wider community to some extent.

200. The main environmental benefits of the scheme are the provision of enhanced quality and quantity of greenspaces and planting compared to the 2016 outline permission which has been achieved by a revision to the site design.

201. The primary economic benefits of the scheme are the household spending within the region as a result of the increased number of residents. This is estimated with the ES to be annual household spending of £14,820 (from ONS data) across the development bringing approximately £5 million net benefit each year. The ES also outlines that the development would result in the creation of an estimated 144.5 net construction employment jobs per annum over the construction phase This is a clear public benefit to the local and regional economy.

## **CONCLUSION AND RECOMMENDATION**

202. There is a clear presumption in favour of sustainable development set out within the NPPF 2021 and the HLP32 supports developments within settlements which accord with the plan as a whole. Taking account of the detailed assessment of the impacts of the development set out above, when considered against the social, environmental and economic dimensions of sustainability, the proposal is considered to be a sustainable form of development. Any adverse effects of the proposal have wherever possible been mitigated by way of design, planning condition or s106 contribution. Residual effects are outweighed by the public benefits set out above.

203. The site is visually contained between phases of development which have been constructed under the earlier outline permission, residential development to the east and the school site to the north. The site is not greenfield or designated as countryside, it is located within the settlement policy boundary for Fleet. The principle of an uplift in residential numbers from the previous outline permission, which has expired, is acceptable and the increase in total numbers is an efficient use of a site which has already had site clearance and initial groundworks as part of the

last outline permission.

204. The Council is able to demonstrate a healthy five year housing land supply (5YHLS) position (10.4 years) based on the housing requirement of 423 homes per annum over the plan period. However, the 5YHLS requirement is a minimum supply of homes and is not an upper limit. It provides the Council with target rates of delivery on a trajectory across the plan period. The cumulative projected completions show that 7,978 homes may be achieved from deliverable sites. This includes the 423 homes previously expected from the 2016 Outline permission on this site.

205. The Council's 5YHLS position statement of April 2021 demonstrates that of the pipeline housing land supply, 275 homes had permission on Land North of Netherhouse Copse which had not started. It is relevant to the consideration of this application that as the 2016 outline permission has since expired, no further reserved matters applications can be submitted under that permission. This would lead to a reduction in the 2021 housing land supply calculations if future permissions of outline or hybrid nature did not come forward on this site.

206. The proposed development would deliver new homes in accordance with the District's Housing Land Supply requirements in addition to 40% policy-compliant affordable homes to meet an identified need. The quantum of development proposed by the outline planning application can be satisfactorily accommodated within the site. Through the provision of a section 106 Legal Agreement, the development would provide adequate infrastructure to mitigate the impacts of the development.

207. The application is recommended for approval subject to the completion of the necessary s106 legal agreement.

## **CONDITIONS**

1. The development hereby permitted shall be begun either before the expiration of 3 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is later.

**REASON:** To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004) and to prevent an accumulation of unimplemented planning permissions.

2. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this planning permission.

REASON: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004) and to prevent an accumulation of unimplemented planning permissions.

3. The development hereby approved shall be carried out in accordance with the following plan nos. and documents:

1) Parameter Plans 011902-P345-1-PP01 Principle Land Uses

011902-P345-1-PP02 Green Infrastructure and Open Space (Including Ecology)

011902-P345-1-PP03 Movement and Access (Paths and Cycle)

011902-P345-1-PP04 Movement and Access (Vehicular)

011902-P345-1-PP05 Density

011902-P345-1-PP06 Building Heights

011902-P345-1-PP07 Phasing Plan

2) Layout Plans - Outline

011902-P345-1-01 Illustrative Masterplan

011902-P345-1-02 Illustrative Parking Masterplan

011902-P345-1-03 Illustrative Storey Heights Masterplan

011902-P345-1-04 Illustrative Tenure Masterplan

011902-P345-1-05 Architectural Characters Masterplan

011902-P345-1-06 Location Plan

3) Layout Plans - Full

011902-P3-1-01 Presentation Planning Layout

011902-P3-1-02 Parking Allocation and Refuse Strategy Layout

011902-P3-1-03 Storey Heights Layout

011902-P3-1-04 Tenure Layout

011902-P3-1-05 Rev 01 Refuse Strategy Layout

4) Apartment Floor Plans and Elevations

011902-P3-1-400 Rev 01 Block F Ground Floor Plan

011902-P3-1-401 Rev 01 Block F First Floor Plan

011902-P3-1-402 Rev 01 Block F Second Floor Plan

011902-P3-1-404 Rev 01 Block G Ground Floor Plan



011902-P3-1-405 Rev 01 Block G First Floor Plan  
011902-P3-1-406 Rev 01 Block G Second Floor Plan  
011902-P3-1-408 Rev 01 Block H Ground Floor Plan  
011902-P3-1-409 Rev 01 Block H First Floor Plan  
011902-P3-1-410 Rev 01 Block H Second Floor Plan  
011902-P3-1-412 Rev 01 Block J Ground Floor Plan  
011902-P3-1-413 Rev 01 Block J First Floor Plan  
011902-P3-1-414 Block J Second Floor Plan  
011902-P3-1-416 Rev 01 Block K Ground Floor Plan  
011902-P3-1-417 Rev 01 Block K First Floor Plan  
011902-P3-1-418 Block K Second Floor Plan  
011902-P3-1-420 Rev 01 Block L Ground Floor Plan  
011902-P3-1-421 Rev 01 Block L First Floor Plan  
011902-P3-1-422 Rev 01 Block L Second Floor Plan  
011902-P3-1-800 Rev 01 Block F Elevation Sheet 1  
011902-P3-1-801 Rev 01 Block F Elevation Sheet 2  
011902-P3-1-802 Rev 01 Block F Elevation Sheet 3  
011902-P3-1-803 Rev 01 Block F Elevation Sheet 4  
011902-P3-1-804 Rev 01 Block G Elevation Sheet 1  
011902-P3-1-805 Rev 01 Block G Elevation Sheet 2  
011902-P3-1-806 Rev 01 Block G Elevation Sheet 3  
011902-P3-1-807 Rev 01 Block G Elevation Sheet 4  
011902-P3-1-808 Rev 01 Block H Elevation Sheet 1  
011902-P3-1-809 Rev 01 Block H Elevation Sheet 2  
011902-P3-1-810 Block H Elevation Sheet 3  
011902-P3-1-811 Rev 01 Block H Elevation Sheet 4  
011902-P3-1-812 Rev 01 Block J Elevation Sheet 1  
011902-P3-1-813 Rev 01 Block J Elevation Sheet 2  
011902-P3-1-814 Rev 01 Block J Elevation Sheet 3  
011902-P3-1-815 Block J Elevation Sheet 4

011902-P3-1-816 Rev 01 Block K Elevation Sheet 1  
011902-P3-1-817 Block K Elevation Sheet 2  
011902-P3-1-818 Rev 01 Block K Elevation Sheet 3  
011902-P3-1-819 Rev 01 Block K Elevation Sheet 4  
011902-P3-1-820 Rev 01 Block L Elevation Sheet 1  
011902-P3-1-821 Rev 01 Block L Elevation Sheet 2  
011902-P3-1-822 Block L Elevation Sheet 3  
011902-P3-1-823 Rev 01 Block L Elevation Sheet 4  
5) House Floor Plans and Elevations  
011902-P3-1-100 Plot 227 Floor Plans  
011902-P3-1-101 Plots 228 and 229 Floor Plans  
011902-P3-1-102 Plots 230 and 231 Floor Plans  
011902-P3-1-103 Plots 232 and 233 Floor Plans  
011902-P3-1-104 Plots 234 Floor Plans  
011902-P3-1-105 Plots 235 and 236 Floor Plans  
011902-P3-1-106 Plot 237 Floor Plans  
011902-P3-1-107 Plot 238 Floor Plans  
011902-P3-1-108 Plot 239 Floor Plans  
011902-P3-1-109 Plot 240 Floor Plans  
011902-P3-1-110 Plot 241 Floor Plans  
011902-P3-1-111 Plot 242 Floor Plans  
011902-P3-1-112 Plot 243 Floor Plans  
011902-P3-1-113 Plot 244 Floor Plans  
011902-P3-1-114 Plot 245 Floor Plans  
011902-P3-1-115 Plot 246 Floor Plans  
011902-P3-1-116 Plot 247 Floor Plans  
011902-P3-1-117 Plot 248 Floor Plans  
011902-P3-1-118 Plot 249 Floor Plans  
011902-P3-1-119 Plot 250 Floor Plans  
011902-P3-1-120 Plots 251-253 Ground Floor Plans

011902-P3-1-121 Plots 251-253 First Floor Plans  
011902-P3-1-122 Plots 254-256 Ground Floor Plans  
011902-P3-1-123 Plots 254-265 First Floor Plans  
011902-P3-1-124 Plots 266 and 267 Floor Plans  
011902-P3-1-125 Plots 268 and 269 Floor Plans  
011902-P3-1-126 Plots 270 and 271 Floor Plans  
011902-P3-1-127 Plots 272 and 273 Floor Plans  
011902-P3-1-128 Plots 274 and 275 Floor Plans  
011902-P3-1-129 Plot 276 Floor Plans  
011902-P3-1-130 Plot 277 Floor Plans  
011902-P3-1-131 Plots 278 and 279 Floor Plans  
011902-P3-1-132 Plot 280 Floor Plans  
011902-P3-1-133 Plots 281 and 282 Floor Plans  
011902-P3-1-134 Plots 283-286 Ground Floor Plans  
011902-P3-1-135 Plots 283-286 First Floor Plans  
011902-P3-1-136 Plots 287-290 Ground Floor Plans  
011902-P3-1-137 Plots 287-290 First Floor Plans  
011902-P3-1-138 Plots 291 and 292 Floor Plans  
011902-P3-1-139 Plots 293 and 294 Floor Plans  
011902-P3-1-140 Plot 295 Floor Plans  
011902-P3-1-141 Plot 296 Floor Plans  
011902-P3-1-142 Plot 297 Floor Plans  
011902-P3-1-143 Plots 298 and 299 Floor Plans  
011902-P3-1-144 Plot 300 Floor Plans  
011902-P3-1-145 Plot 313 Floor Plans  
011902-P3-1-146 Plot 314 Floor Plans  
011902-P3-1-147 Plot 315 Floor Plans  
011902-P3-1-148 Plot 316 Floor Plans  
011902-P3-1-149 Plots 317 and 318 Floor Plans  
011902-P3-1-150 Plot 319 Floor Plans

011902-P3-1-151 Plot 320 Floor Plans  
011902-P3-1-152 Plots 321 and 322 Floor Plans  
011902-P3-1-153 Plot 323 Floor Plans  
011902-P3-1-154 Plot 324 Floor Plans  
011902-P3-1-155 Plots 325 and 326 Floor Plans  
011902-P3-1-157 Plots 327-329 Ground Floor Plans  
011902-P3-1-158 Plots 327-329 First Floor Plans  
011902-P3-1-159 Plots 330-332 Ground Floor Plans  
011902-P3-1-160 Plots 330-332 First Floor Plans  
011902-P3-1-161 Plots 333 and 334 Floor Plans  
011902-P3-1-162 Plot 335 Floor Plans  
011902-P3-1-163 Plot 336 Floor Plans  
011902-P3-1-164 Plot 337 Floor Plans  
011902-P3-1-165 Plot 338 Floor Plans  
011902-P3-1-166 Plots 339 and 340 Floor Plans  
011902-P3-1-167 Plots 341-343 Floor Plans  
011902-P3-1-168 Plots 341-343 First Floor Plans  
011902-P3-1-169 Plots 344-346 Ground Floor Plans  
011902-P3-1-170 Plots 344-346 First Floor Plans  
011902-P3-1-171 Plots 347 and 348 Floor Plans  
011902-P3-1-172 Plot 349 Floor Plans  
011902-P3-1-173 Plots 350 and 351 Ground Floor Plans  
011902-P3-1-174 Plots 350 and 351 First Floor Plans  
011902-P3-1-175 Plots 350 and 351 Second Floor Plans  
011902-P3-1-176 Plot 352 Floor Plans  
011902-P3-1-177 Plots 353 and 354 Floor Plans  
011902-P3-1-178 Plot 355 Floor Plans  
011902-P3-1-181 Plots 364-367 Ground Floor Plans  
011902-P3-1-182 Plots 364-367 First Floor Plans  
011902-P3-1-183 Plots 368-371 Ground Floor Plans

011902-P3-1-184 Plots 368-371 First Floor Plans  
011902-P3-1-185 Plots 372 Floor Plans  
011902-P3-1-186 Plot 373 Floor Plans  
011902-P3-1-187 Plot 374 Floor Plans  
011902-P3-1-188 Plots 375-378 Ground Floor Plans  
011902-P3-1-189 Plots 375-378 First Floor Plans  
011902-P3-1-192 Plot 387 Floor Plans  
011902-P3-1-193 Plots 388-390 Floor Plans  
011902-P3-1-500 Plot 227 Elevations  
011902-P3-1-501 Plots 228 and 229 Elevations  
011902-P3-1-502 Plots 230 and 231 Elevations  
011902-P3-1-503 Plots 232 and 233 Elevations  
011902-P3-1-504 Plot 234 Elevations  
011902-P3-1-505 Plots 235 and 236 Elevations  
011902-P3-1-506 Plot 237 Elevations  
011902-P3-1-507 Plot 238 Elevations  
011902-P3-1-508 Plot 239 Elevations  
011902-P3-1-509 Plot 240 Elevations  
011902-P3-1-510 Plot 241 Elevations  
011902-P3-1-511 Plot 242 Elevations  
011902-P3-1-512 Plot 243 Elevations  
011902-P3-1-513 Plot 244 Elevations  
011902-P3-1-514 Plot 245 Elevations  
011902-P3-1-515 Plot 246 Elevations  
011902-P3-1-516 Plot 247 Elevations  
011902-P3-1-517 Plot 248 Elevations  
011902-P3-1-518 Plot 249 Elevations  
011902-P3-1-519 Plot 250 Elevations  
011902-P3-1-520 Plots 251-253 Elevations  
011902-P3-1-521 Plots 251-253 Elevations

011902-P3-1-522 Plots 254-256 Elevations  
011902-P3-1-523 Plots 254-256 Elevations  
011902-P3-1-524 Plots 266 and 267 Elevations  
011902-P3-1-525 Plots 268 and 269 Elevations  
011902-P3-1-526 Plots 270 and 271 Elevations  
011902-P3-1-527 Plots 272 and 273 Elevations  
011902-P3-1-528 Plots 274 and 275 Elevations  
011902-P3-1-529 Plot 276 Elevations  
011902-P3-1-530 Plot 277 Elevations  
011902-P3-1-531 Plots 278 and 279 Elevations  
011902-P3-1-532 Plot 280 Elevations  
011902-P3-1-533 Plots 281 and 282 Elevations  
011902-P3-1-534 Plots 283-286 Elevations  
011902-P3-1-536 Plots 287-290 Elevations  
011902-P3-1-538 Plots 291 and 292 Elevations  
011902-P3-1-539 Plots 293 and 294 Elevations  
011902-P3-1-540 Plot 295 Elevations  
011902-P3-1-541 Plots 296 Elevations  
011902-P3-1-542 Plots 297 Elevations  
011902-P3-1-543 Plots 298 and 299 Elevations  
011902-P3-1-544 Plot 300 Elevations  
011902-P3-1-545 Plot 313 Elevations  
011902-P3-1-546 Plot 314 Elevations  
011902-P3-1-547 Plot 315 Elevations  
011902-P3-1-548 Plot 316 Elevations  
011902-P3-1-549 Plots 317 and 318 Elevations  
011902-P3-1-550 Plot 319 Elevations  
011902-P3-1-551 Plot 320 Elevations  
011902-P3-1-552- Plots 321 and 322 Elevations  
011902-P3-1-553 Plot 323 Elevations

011902-P3-1-554 Plot 324 Elevations  
011902-P3-1-555 Plots 325 and 326 Elevations  
011902-P3-1-557 Plots 327-329 Elevations  
011902-P3-1-558 Plots 327-329 Elevations  
011902-P3-1-559 Plots 330-332 Elevations  
011902-P3-1-560 Plots 330-332 Elevations  
011902-P3-1-561 Plots 333-334 Elevations  
011902-P3-1-562 Plot 335 Elevations  
011902-P3-1-563 Plot 336 Elevations  
011902-P3-1-564 Plot 337 Elevations  
011902-P3-1-565 Plot 338 Elevations  
011902-P3-1-566 Plots 339 and 340 Elevations  
011902-P3-1-567 Plots 341-343 Elevations  
011902-P3-1-568 Plots 341-343 Elevations  
011902-P3-1-569 Plots 344-346 Elevations  
011902-P3-1-570 Plots 344-346 Elevations  
011902-P3-1-571 Plots 347 and 348 Elevations  
011902-P3-1-572 Plot 349 Elevations  
011902-P3-1-573 Plots 350 and 351 Elevations  
011902-P3-1-576 Plots 352 Elevations  
011902-P3-1-577 Plots 353 and 354 Elevations  
011902-P3-1-578 Plot 355 Elevations  
011902-P3-1-581 Plots 364-367 Elevations  
011902-P3-1-582 Plots 364-367 Elevations  
011902-P3-1-583 Plots 368-371 Elevations  
011902-P3-1-585 Plot 372 Elevations  
011902-P3-1-586 Plot 373 Elevations  
011902-P3-1-587 Plot 374 Elevations  
011902-P3-1-588 Plots 375-378 Elevations  
011902-P3-1-589 Plots 375-378 Elevations

011902-P3-1-592 Plot 387 Elevations

011902-P3-1-593 Plots 388-390 Elevations

6) Ancillary Floor Plans and Elevations

011902-P3-1-54 Home Office Floorplans and Elevations

011902-P3-1-55 Rev A Garage 01 Floor Plans and Elevations

011902-P3-1-56 Rev A Garage 02 Floor Plans and Elevations

011902-P3-1-57 Garage 03 Floor Plans and Elevations

011902-P3-1-58 Garage 04 Floor Plans and Elevations

011902-P3-1-59 Garage 05 Floor Plans and Elevations

011902-P3-1-60 Rev A Cycle Shed 01 Floor Plans and Elevations

7) Street Scenes

011902-P3-1-50 Street Scene 01

011902-P3-1-51 Street Scene 02

011902-P3-1-52 Street Scene 03

011902-P3-1-53 Street Scene 04

8) Landscape Drawings

D2943-FAB-00-XX-DR-L-1000 Rev PL01 Legend and Plan Schedule and Maintenance Specification

D2943-FAB-00-XX-DR-L-1001 Rev PL02 Hard and Soft General Arrangement Plan Sheet 1 of 15

D2943-FAB-00-XX-DR-L-1002 Rev PL01 Hard and Soft General Arrangement Plan Sheet 2 of 15

D2943-FAB-00-XX-DR-L-1003 Rev PL02 Hard and Soft General Arrangement Plan Sheet 3 of 15

D2943-FAB-00-XX-DR-L-1004 Rev PL02 Hard and Soft General Arrangement Plan Sheet 4 of 15

D2943-FAB-00-XX-DR-L-1005 Rev PL01 Hard and Soft General Arrangement Plan Sheet 5 of 15

D2943-FAB-00-XX-DR-L-1006 Rev PL02 Hard and Soft General Arrangement Plan Sheet 6 of 15

D2943-FAB-00-XX-DR-L-1007 Rev PL01 Hard and Soft General Arrangement Plan Sheet 7 of 15

D2943-FAB-00-XX-DR-L-1008 Rev PL02 Hard and Soft General Arrangement Plan Sheet 8 of 15



D2943-FAB-00-XX-DR-L-1009 Rev PL01 Hard and Soft General Arrangement  
Plan Sheet 9 of 15

D2943-FAB-00-XX-DR-L-1010 Rev PL01 Hard and Soft General Arrangement  
Plan Sheet 10 of 15

D2943-FAB-00-XX-DR-L-1011 Rev PL01 Hard and Soft General Arrangement  
Plan Sheet 11 of 15

D2943-FAB-00-XX-DR-L-1012 Rev PL01 Hard and Soft General Arrangement  
Plan Sheet 12 of 15

D2943-FAB-00-XX-DR-L-1013 Rev PL01 Hard and Soft General Arrangement  
Plan Sheet 13 of 15

D2943-FAB-00-XX-DR-L-1014 Rev PL01 Hard and Soft General Arrangement  
Plan Sheet 14 of 15

D2943-FAB-00-XX-DR-L-1015 Rev PL01 Hard and Soft General Arrangement  
Plan Sheet 15 of 15

REASON: In the interests of proper planning and for the avoidance of doubt.

4. Prior to the commencement of development a Construction Method Statement shall be submitted to and approved, in writing, by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall include details of:
  - i) The parking of vehicles of site operatives and visitors;
  - ii) Loading and unloading of plant and materials; location of temporary site buildings, compounds and storage of plant and materials
  - iii) Storage of plant and materials used in constructing the development;
  - iv) The erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;
  - v) Wheel washing facilities and the dispersal of water;
  - vi) Measures to control the emission of dust and dirt during construction;
  - vii) a programme of phasing of construction work delivery arrangements for construction works and the management and coordination of deliveries of plant and materials and the disposing of waste resulting from construction activities so as to avoid undue interference with the operation of the public highway, particularly during the Monday to Friday AM peak (0800 to 0900) and PM peak (16.30 to 18.00) periods.
  - viii) the routes to be used by construction traffic to access and egress the site so as to avoid undue interference with the safety and operation of the public highway and adjacent roads, including construction traffic holding areas both on and off the site as necessary.
  - ix) Details of the control measures for air quality, biodiversity, waste management and lighting.
  - x) details of all other measures to reduce noise, vibration and dust to maintain a practicable workable minimum.

**REASON:** To ensure that there are no significant impacts as a result of the construction phase of the development in the interests of highway safety, to reduce the traffic impact of the development and in the interests of amenity in accordance with Policies NBE9, NBE11 and INF3 of the Hart Local Plan Strategy and Sites 2032 and the aims of the NPPF 2021.

5. No development, including demolition works, soil moving, temporary access construction/widening, or storage of materials, shall commence until an updated badger survey of the site has been carried out to establish badger activity on site. If badger setts or signs of badger activity are found to be present, a wildlife protection and mitigation plan must be submitted to and approved in writing by the Local Planning Authority. The plan must identify how any potential adverse effects on badgers and any features that they are dependent on will be mitigated.

If a wildlife protection and mitigation plan needs to be submitted, no landscaping works or other operations shall take place other than in complete accordance with the approved plan.

**REASON:** Badgers are protected under the Wildlife and Countryside Act 1981. They are known to be present on site and are a material consideration under Policy NBE4 of the Hart Local Plan (Strategy and Sites) 2032 and Policy NE05 of the Crookham Village Parish Neighbourhood Development Plan 2016-2032. All of the above practicable measures are required to ensure the species is safeguarded appropriately.

6. No development shall take place until a final survey for reptiles, and full details of any necessary translocation of slow worms referenced within the submitted Environmental Statement has been submitted to and approved in writing by the Local Planning Authority. The details must follow best practice guidelines, where translocation will need to be undertaken prior to any construction or clearance works beyond those already carried out under 16/01651/OUT. The translocation must then be carried out in accordance with the agreed details.

**REASON:** Reptiles are protected under Section 41 of the Natural Environment and Rural Communities Act (2006). They are known to be present on site and are a material consideration under Policy NBE4 of the Hart Local Plan (Strategy and Sites) 2032 and Policy NE05 of the Crookham Village Parish Neighbourhood Development Plan 2016-2032. All of the above practicable measures are required to ensure the species is safeguarded appropriately.

7. No development, other than demolition or removal of soil stored on the site from clearance works relating to 16/01651/OUT, shall occur within any given phase of development, until an archaeological Written Scheme of Investigation for the archaeological evaluation and mitigation for that part of the site has been submitted to and approved by in writing the Local Planning Authority. The archaeological evaluation shall be carried out in accordance with the details so approved.

**REASON:** To allow for the recording of items of archaeological interest and provide details of mitigation of the effect of the works associated with the development upon

any below-ground heritage assets and to ensure that information regarding these heritage assets is preserved by record for future generations in accordance with Policies NBE8 and NBE9 of the Hart Local Plan (Strategy and Sites) 2032, Policy PA04 of the Crookham Village Parish Neighbourhood Development Plan 2016-2032 and the advice contained within the NPPF 2021.

8. Following completion of the on-site archaeological fieldwork, a report shall be submitted to the Local Planning Authority and the Hampshire County Council Archaeologist in accordance with the approved programme of archaeological investigation as required by condition no.7 above. This report shall include where appropriate, a post-excavation assessment, specialist analysis and reports, details of publication and public engagement.

**REASON:** To contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available in accordance with Policies NBE8 and NBE9 of the Hart Local Plan (Strategy and Sites) 2032, Policy PA04 of the Crookham Village Parish Neighbourhood Development Plan 2016-2032 and the advice contained within the NPPF 2021.

9. No site clearance, construction works, removal of spoil from the site or delivery of materials to the site shall take place outside of the hours of 07:30 to 18:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays nor at any time on Sundays or recognised Bank Holidays.

**REASON:** In order to protect neighbouring residential amenity in accordance with Policy NBE11 of the Hart Local Plan (Strategy and Sites) 2032 and the aims of the NPPF 2021.

10. No development shall commence on site until a detailed contaminated land report to assess potential contaminants has been prepared, submitted to and agreed in writing by the Local Planning Authority in accordance with the 3-stage strategy below.

#### A. Site Characterisation

The investigation and risk assessment must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- a survey of the extent, scale and nature of contamination;
- an assessment of the potential risks to: human health, property (existing or proposed) including buildings, service lines and pipes, adjoining land, groundwaters and surface waters and ecological systems.
  
- an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

#### B. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

#### C. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.

**REASON:** In the interest of neighbouring and workers' health during works and to protect future occupiers' health and residential amenity post-occupation, to satisfy Policy NBE11 of the Hart Local Plan (Strategy and Sites) 2032, saved Policy GEN1 of the Hart District Local Plan 1996-2006 and the aims of the NPPF 2021.

11. The development shall be carried out in accordance with the submitted Flood Risk Assessment (FRA) and Surface Water Management Plan reference: Ref: 6437/FRA&DS dated October 2021 undertaken by Stuart Michaels Associates The mitigation measures set out in section 5 and Sustainable Drainage Systems set out in section 6 shall be carried out in full.

**REASON:** In order to prevent displaced flooding elsewhere by ensuring that the flow of flood water is not impeded and to satisfy Policy NBE5 of the Hart Local Plan (Strategy and Sites) 2032, Policy BE06 of the Crookham Village Parish Neighbourhood Development Plan 2016-2032 and the aims of the NPPF 2021.

12. Applications for the approval of reserved matters shall be accompanied by a material schedule setting out full details of the types, textures and colours of all external materials to be used. Details shall be submitted to and approved in writing

by the Local Planning Authority. Once approved, the development shall be carried out in accordance with the approved details.

**REASON:** In the interests of the visual amenities of the area and in accordance with Policies NBE9 of the Hart Local Plan (Strategy and Sites) 2032, Saved Policy GEN 1 of the Hart Local Plan 2006, Policy BE02 of the Crookham Village Parish Neighbourhood Development Plan 2016-2032 and the aims of the NPPF 2021.

13. Prior to first use of the flexible mixed-use neighbourhood store /café co-working space (use class E) a scheme for the control of noise and vibration of any plant including ventilation, refrigeration, air conditioning and air handling units, to be installed shall be submitted to and approved in writing by the Local Planning Authority.

Once approved, the plant or equipment shall be installed prior to the first use of the premises and retained and operated in compliance with the approved scheme.

**REASON:** In order to protect the amenities of occupiers of nearby residential properties from adverse noise during the operational period in accordance with Policy NBE11 of the Hart Local Plan (Strategy and Sites) 2016-2032 and the aims of the NPPF 2021.

14. Prior to first use of the flexible mixed-use neighbourhood store /café co-working space (use class E), a scheme for the extraction and treatment of any fumes and odours generated from cooking undertaken on the premises shall be submitted to and approved by the Local Planning Authority.

**REASON:** In order to protect the amenities of occupiers of nearby residential properties during the operational period in accordance with Policy NBE11 of the Hart Local Plan (Strategy and Sites) 2016-2032 and the aims of the NPPF 2021.

15. The flexible mixed-use neighbourhood store /café co-working space (use class E) shall not be open to customers outside the hours of 08:00 to 18:00 Monday to Friday, 08:00 to 15:00 on Saturdays, Sundays, bank holidays or recognised public holidays.

**REASON:** In order to protect the amenities of occupiers of nearby residential properties during the operational period in accordance with Policy NBE11 of the Hart Local Plan (Strategy and Sites) 2016-2032 and the aims of the NPPF 2021.

16. Once operational, no deliveries to the flexible mixed-use neighbourhood store / café co-working space (use class E) shall be made to site outside the hours of 08:00 to 19:00 Monday to Friday, 08:00 to 13:00 on Saturdays, Sundays, bank holidays or recognised public holidays.

**REASON:** In order to protect the amenities of occupiers of nearby residential properties during the operational period in accordance with Policy NBE11 of the Hart Local Plan (Strategy and Sites) 2016-2032 and the aims of the NPPF 2021.

17. Applications for the approval of reserved matters shall be accompanied by full details of both hard and soft landscape works including ground levels or contours;

means of enclosure; parking layouts; vehicle and pedestrian access and circulation areas; location and design of play areas; hard surfacing materials and minor artefacts and structure (e.g. furniture, refuse or other storage units, signs, lighting, external services).

Soft landscape details shall include planting plans with specification (including cultivation and other operations associated with plant and grass establishment), schedules of plants noting species, plant sizes and proposed numbers/ densities where appropriate, a schedule of tree planting to include the specification of tree planting pits where appropriate with details of any irrigation or drainage infrastructure, tree root barriers (if necessary) to prevent damage or disruption to any proposed hard surfacing or underground services, drains or other infrastructure and details of the location of external lighting sufficient to demonstrate how lighting is to be achieved without conflict to proposed tree planting, with allowance for reasonable growth. The hard and soft landscaping details shall be accompanied by an implementation programme.

All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of the relevant part of the development or in accordance with the timetable agreed with the Local Planning Authority which shall include appropriate planting to be undertaken at the earliest opportunity.

Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved, to be agreed in writing by the Local Planning Authority.

The development shall be carried out and thereafter maintained in accordance with the details so approved.

**REASON:** To ensure the provision, establishment and maintenance of a high standard of landscape in accordance with Policies NBE2 and NBE9 of the Hart Local Plan (Strategy and Sites) 2032 and the aims of the NPPF 2021.

18. Prior to, or concurrently with, the first submission of Reserved Matters application(s) for the flexible mixed-use neighbourhood store/ café /co-working space (Use Class E), a programme of delivery for the flexible mixed-use neighbourhood store/ café / co-working space element of the development must be submitted to and approved in writing by the Local Planning Authority.

The programme of delivery shall identify and justify the timing of completion of the proposed flexible mixed-use neighbourhood store/ café / co-working space which should not exceed a total quantum of floorspace of 150 square metres (Gross Internal Area). The development shall be carried out in accordance with the approved details.

**REASON:** To ensure the provision of on-site local facilities for residents of the development and in the interests of preserving the vitality and viability of the development, to meet the day-to-day needs of the future occupiers in accordance

with Policy INF5 of the Hart Local Plan (Strategy and Sites) 2032 and the aims of the NPPF 2021.

19. No development above ground floor slab level shall commence on site until a fully detailed external lighting scheme has been submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall include full lighting specifications and address the cumulative effects of external lighting sources upon nocturnal animals sensitive to external lighting (principally bats) in accordance with the bat conservation trust guidelines. Any approved lighting shall be installed before the development is first occupied and shall thereafter be operated and maintained in accordance with the approved scheme.

REASON: Further details are required as lighting specifications were absent from the application and are required in order to avoid adverse impacts on foraging bat populations which may be utilising the area in line with derogation test 3 of the Conservation of Species and Habitats Regulations 2017, in accordance with Policy NBE4 of the Hart Local Plan (Strategy and Sites) 2016 and the aims of the NPPF 2021.

20. Protective measures, including fencing, ground protection, supervision, working procedures and special precautionary solutions shall be carried out in accordance with the Arboricultural Impact Appraisal and Method Statement, ref: 14007-AIA7-Residential-RM-DC dated 39<sup>th</sup> July 2018 by Barrell Tree Consultancy, the Arboricultural Assessment and Method Statement ref 14007-AA11-DC dated 19<sup>th</sup> November 2021 by Barrell Tree Consultancy and the Tree Protection Plan ref 14007-17 A by Barrell Tree Consultancy. Any deviation from the works prescribed or methods agreed in the reports will require prior written approval from the Local Planning Authority.

REASON: To ensure that reasonable measures are taken to safeguard trees in the interests of local amenity and the enhancement of the development itself, in accordance with Policies NBE2 and NBE9 of the Hart Local Plan (Strategy and Sites) 2032, Policy BE02 of the Crookham Village Parish Neighbourhood Development Plan 2016-2032 and the aims of the NPPF 2021.

21. Applications for the approval of reserved matters shall be accompanied by a waste and refuse collection strategy in relation to the relevant phase. The development shall be carried out and thereafter maintained in accordance with the approved details.

REASON: To ensure a satisfactory form of development in accordance with Policy NBE9 of the Hart Local Plan (Strategy and Sites) 2032.

22. The development hereby approved shall achieve the water efficiency standard of 110 litres of water per person per day (or less).

REASON: Climate change and water stress are key issues within the District and to help manage demand in accordance with Policy NBE7 of the Hart Local Plan (Strategy and Sites) 2032 and the aims of the NPPF 2021.

23. A minimum of 15% of the dwellings hereby approved shall be built to accessible and adaptable standards to enable people to stay in their homes as their needs

change. No development above ground level (excluding site clearance or demolition) shall commence on site until details of which properties are to be built to such standards are submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall be carried out in accordance with the approved details.

**REASON:** Details are required in the absence of accompanying the planning submission and to ensure an appropriate co-ordinated high-quality form of development and to accord with Policy H1 of the Hart Local Plan (Strategy and Sites) 2032 and the aims of the NPPF 2021.

24. Prior to the completion of visitor parking areas hereby approved, details of the locations of Electric Vehicles charging spaces shall be submitted to and approved in writing by the Local Planning Authority.

**REASON:** Insufficient information was submitted with the application which is needed to ensure the suitable provision and location of EV parking spaces in line with Policies NBE9 and INF3 of the Hart Local Plan 2032 and the aims of the NPPF 2021.

25. Within each Reserved Matters Application it shall be detailed how the 5% provision of Custom and Self-Build plots will be allocated within that phase and details of the remaining balance for any future phase. Details shall also include either design codes or plot passports relating to the design expectations and parameters for each of these plots. Such Custom and Self-Build plots, once identified, shall be offered to the market as such for a period of no less than 6 months. Thereafter, if there is no take-up then the plots can return to market units.

**REASON:** In the interests of the quality and appearance of the plots and the impacts upon the character and appearance of the wider development and to ensure the 5% Custom and Self Build plots are offered within later phases in line with Policy H1 of the Hart Local Plan (Strategy and Sites) 2032 and the aims of the NPPF 2021.

26. The allocated and unallocated car parking spaces, garages and car ports demonstrated on the approved plans for Phase 3 hereby approved in full, shall be used solely for the purposes of parking vehicles and cycles.

**REASON:** To retain sufficient parking provision for the lifetime of the development and to prevent displaced parking and maintain highway safety in accordance with Policy NBE9 of the Hart Local Plan (Strategy and Sites) 2032 and Policy TM01 of the Crookham Village Parish Neighbourhood Development Plan 2016-2032.

27. The residential properties hereby approved shall not be occupied until a Parking Management Plan for the internal highway roads (covering the proposed spine road, primary streets, neighbourhood 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 primary access roads within the site are free of obstruction to allow safe and suitable access for refuse collection vehicles and emergency vehicles in accordance with Policy NBE9 of the Hart Local Plan (Strategy and Sites) 2032 and Policy TM01 of the Crookham Village Parish Neighbourhood Development Plan 2016-2032.

28. 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 retain sufficient parking provision to serve the development and 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 Policy NBE9 of the Hart Local Plan (Strategy and Sites) 2032 and Policy BE02 of the Crookham Village Parish Neighbourhood Development Plan 2016-2032.

29. All proposed windows serving bathrooms and en-suites at first floor level and above shall be non-opening and glazed with obscured glass before installation. Once installed the windows shall be permanently maintained in that condition.

**REASON:** To protect the privacy of the occupiers and adjoining properties and to prevent overlooking, in accordance with Policy NBE9 of the Hart Local Plan (Strategy and Sites) 2032 and 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. The applicant's attention is drawn to the fact that the above conditions (if any), must be complied with in full, failure to do so may result in enforcement action being instigated.

3. Hart District Council has declared a Climate Emergency. This recognises the need to take urgent action to reduce both the emissions of the Council's own activities as a service provider but also those of the wider district. The applicant is encouraged to explore all opportunities for implementing the development approved by this permission in a way that minimises impact on climate change.

4. 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.

5. Notwithstanding the ecological survey information submitted, Natural England must be informed in respect of protected species found on site and a licence for development will be required to be obtained from them prior to works continuing in respect of any implications on badger setts or reptile relocations as set out within the report. 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.

6. There are a number of PRoW that run adjacent to/through the development site, the applicant should be made aware that:

- There must be no surface alterations to the right of way, nor any works carried out which affect its surface, without first seeking the permission of Hampshire County Council, as Highway Authority. For the purposes of this proposal that permission would be required from this department of the County Council. To carry out any such works without this permission would constitute an offence under s131 Highways Act 1980.
- Nothing connected with the development or its future use should have an adverse effect on the right of way, which must remain available for public use at all times.
- In addition, no builders or contractors vehicles, machinery, equipment, materials, scaffolding or anything associated with the works should be left on or near the footpath so as to obstruct, hinder or provide a hazard to walkers.

7. Although formally withdrawn, it is considered that the Department for Environment Food and Rural Affairs (DEFRA, 2005) guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems, still acts as a useful reference document. 2018 EMAQ guidance entitled Control of Odour and Noise from Commercial kitchen Exhaust Systems may also be used for reference. Where practicable, the highest level of cooking extraction would be encouraged. Lower-level extraction shall require a commensurate level of filtration. Advisory: The applicant will need to register any proposed new food business and with the Environmental Health Department in order to ensure full compliance with food hygiene legislation. It is advised that the applicant contact Hart District Councils Licensing Service should a 'Premises Licence' be required under the provisions of the Licensing Act 2003. A Premise Licence is normally required for such activities which include the sale of alcohol; the provision of regulated entertainment and a number of other associated activities. It is advised that applicant install a 'grease trap' to the premises. The grease trap should be sufficient for the intended premises use.

8. The development will require Building Regulations Consent and we advise that you contact Building Control on 01252 398715 in this respect.