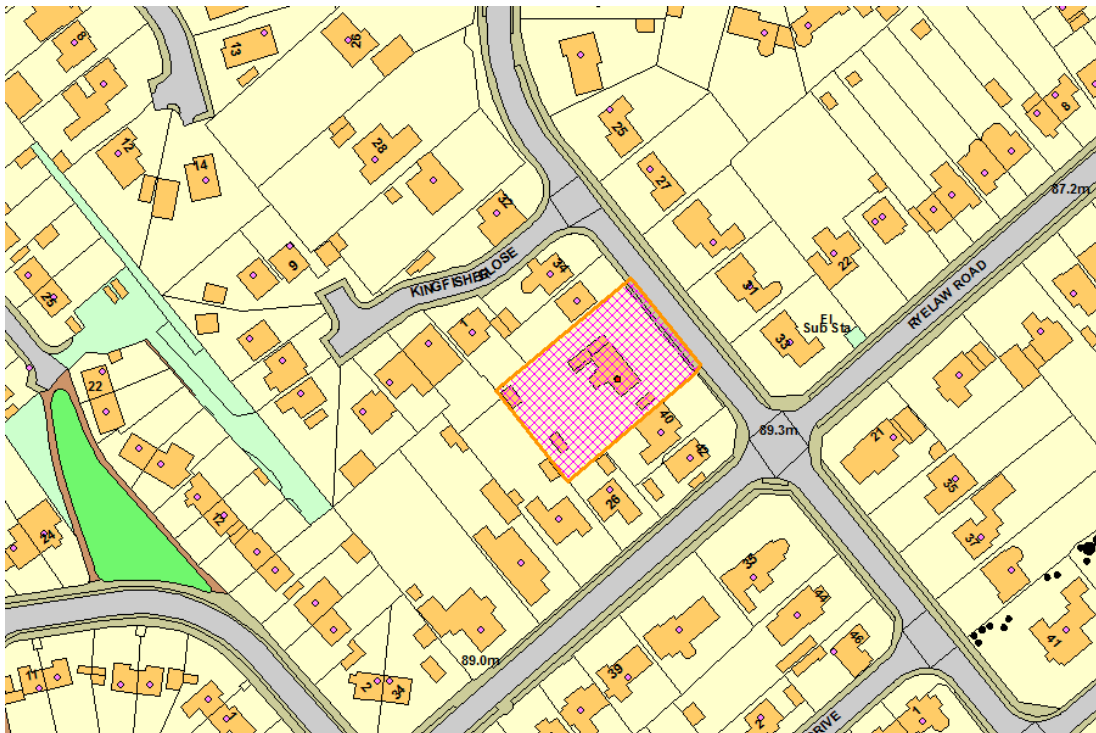


COMMITTEE REPORT

APPLICATION NO.	23/00855/FUL
LOCATION	38 Rounton Road Church Crookham Fleet Hampshire GU52 6HB
PROPOSAL	Demolition of existing dwellinghouse and outbuildings and erection of three detached dwellings with integral garages, associated car and cycle parking and access works
APPLICANT	Mr David Nott
CONSULTATIONS EXPIRY	26 May 2023
APPLICATION EXPIRY	31 July 2023
WARD	Church Crookham East
RECOMMENDATION A	Subject to securing SANG at Bramshot Farm and payment of the SAMM fee, permission be GRANTED subject to conditions.
RECOMMENDATION B	In the event that Council-owned SANG and relevant SAMM payments are not completed within 2 weeks OR private SANG secured and a S106 agreement and SAMM payment are not completed within 8 weeks of the date of the resolution to grant, permission be REFUSED for the absence of securing SANG and payment of the SAMM fee under delegated powers.



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BACKGROUND

The application has been referred to the Planning Committee because it meets one of the triggers in Appendix A (Powers granted by the Council to the Head of Place to deal with Planning Matters) of the Council's Constitution, in that more than five objections have been received.

DESCRIPTION OF THE SITE

The application site comprises a rectangular plot of land of 0.14ha positioned to the southwest side of Rounton Road, Church Crookham within a residential location. The plot contains a single detached chalet bungalow positioned broadly central across the site frontage with a single access onto the highway. The property is constructed from brickwork sitting under a pitched tiled roof and occupies a wider plot than the neighbouring dwellings. The remainder of the plot is laid to driveway and garden with lawn to the rear, together with the provision of outbuildings.

The wider area is characterised by two storey dwellings comprising predominantly detached and semi-detached brick-built dwellings of varied design. Buildings are set back behind modest front-gardens either side of a tree-lined road with footpaths and occasional grass verges on both sides. The street scene therefore has a verdant appearance.

PROPOSAL

Full planning permission is sought for the demolition of the existing dwellinghouse and outbuildings and the construction of three detached dwellings each set within an individual plot with an open frontage to the highway to provide individual access. Each property would be sited to address the stagger in building line between numbers 36 and 40 Rounton Road and rise over two storeys, each containing four bedrooms.

Plot 1 would measure 18.2m in width, 14.5m in length, reaching a height of 7.9m.

Plot 2 would measure 18.2m in width, 14.5m in length, reaching a height of 7.9m.

Plot 3 would measure 18.2m in width, 15.6m in length, reaching a height of 7.9m.

Materials would comprise of red bricks, cream render, plain roof tiles and white UPVc windows with differing arrangements to provide variety to the properties in the street scene. The plots would all provide on-site parking and contain bin storage to the front with cycle storage to the rear, along with hard and soft landscaping.

Amended plans

Amended plans were received on the 10 July 2023 to provide an additional parking space per plot, taking the total number of driveway parking spaces to ten.

Further amended plans were received on the 2 August 2023 to hand plots 1 and 2, set plot 2 back within the plot by 2m and provide additional landscaping to the frontages. This enables additional landscaping to the front of the site to be provided.

RELEVANT PLANNING HISTORY

20/00753/FUL - Demolition of existing 4-bedroom detached bungalow, two outbuildings and open bin store, erection of two detached 4-bedroom dwellings, removal of existing vehicular access, associated hard and soft landscaping and boundary treatments. Withdrawn.

20/00862/FUL - Demolition of existing 4-bedroom detached bungalow, two outbuildings and open bin store, erection of two detached 4-bedroom dwellings, removal of existing vehicular access, widening of existing vehicular access and creation of new vehicular access to the public highway with associated hard and soft landscaping and boundary treatments. Application withdrawn.

PLANNING POLICY

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

The site is within the Settlement Policy boundary of Fleet. The relevant Development Plan policies for this proposal are contained within the Hart Local Plan (Strategy & Sites) 2032 (HLP32), the Hart Local Plan (Replacement) 1996- 2006 Saved Policies (HLP06). All of these adopted and saved policies are consistent with the July 2021 version of the National Planning Policy Framework (NPPF). The relevant policies are set out below.

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

Policy SD1 - Sustainable Development
Policy SS1 - Scale and Distribution of New Housing
Policy H6 - Internal Space Standards for new Homes
Policy NBE2 - Landscape
Policy NBE3 - Thames Basin Heath Special Protection Area
Policy NBE4 - Biodiversity
Policy NBE5 - Managing Flood Risk
Policy NBE6 - Water Quality
Policy NBE7 - Sustainable Water Use
Policy NBE9 - Design
Policy NBE11 - Pollution
Policy INF3 - Transport

Hart Local Plan (Replacement) 1996 – 2006 Saved Policies (HLP06)

Policy GEN1 - General Policy for Development
Policy CON8 - Trees, Woodland and Hedgerows: Amenity Value

South East Plan 2009

Saved Policy NRM6 - Thames Basin Heath Special Protection Area

National Planning Policy Framework (2021)

Section 2 (Achieving sustainable development)
Section 4 (Decision-making)
Section 5 (Delivering a sufficient supply of homes)
Section 9 (Promoting sustainable transport)
Section 11 (Making effective use of land)

Section 12 (Achieving well-designed places)
Section 14 (Meeting the challenge of climate change, flooding and coastal change)
Section 15 (Conserving and enhancing the natural environment)

Other material documents

Planning Practice Guidance (PPG)
National Design Guidance (NDG)
Technical Housing Standards - nationally described space standard (DCLG 2015)
Planning Technical Advice Note: Cycle and Car Parking in New Development (August 2022)
Hart's Climate Change Action Plan
Hart's Equality Objectives for 2021 – 2023
Five Year Housing Land Supply and Housing Trajectory at 1 April 2022.

CONSULTEES RESPONSES

Church Crookham Parish Council

'Church Crookham Parish Council objects to this application as the proposal is out of keeping with the street scene, out of character for the road, over development of the plot and the parking provision is insufficient'.

Trees (Internal) – No objection subject to conditions.

Drainage (Internal) - No objection subject to condition.

Ecology Consult (Internal) - No objection.

Streetcare Officer (Internal)

Hart District Council operates a kerbside waste collection service. This is operated via wheeled containers, which must be left adjacent to the nearest adopted highway for collection on the specified waste collection day.

The proposed development will be required to leave wheeled containers on Rounton Road for collection by 0600hrs (May-August) and 0630hrs (September-April) on the specified collection day and removed from the bin collection point and returned back to the property as soon as possible following collection.

The suggested bin collection point should not be behind an obstruction, the bin should be presented in clear sight and clear access to the nearest adoptable highway.

Hampshire County Council (Highways) - No objection subject to conditions.

PUBLIC REPRESENTATIONS

Thirteen representations were received during the first consultation and eleven representations were received following the receipt of amended plans expressing objection. Some representations received following re-consultation are from the same parties. The following concerns are raised (in summary):

Principle of development

- No requirement for additional housing because the housing requirements are fulfilled through housing developments already approved.

Character and design

- Rounton Road is an attractive suburban street scene which would be seriously impacted and may result in future applications,
- The proposal would negatively impact the character.
- Three dwellings will dominate the street scene and are incongruous to other spacious plots. The number of houses is not in keeping with the style of the road.
- The previous application was for two properties with a deleterious effect.
- The footprints are not commensurate with other four-bedroom plots in the area.
- The proposed plots would have widths of between 10.1 and 10.5m which is not in keeping with properties opposite who have plots of over 19m in width. Plots to the side of 38 Rounton have plots of 29-31m.
- Existing plots are standalone in separate plots.
- The development encroaches close to the boundaries of neighbouring houses who have benefited from natural gaps provided by the current layout.
- The number of properties on the plot is excessive for the size of the land.
- Overdevelopment of the site.
- The proposed street scene appears exaggerated.
- Limited consideration given to the overall bulk and mass of the development. The density of building mass is not-in keeping with the street scene.
- Proposed use of 'Marley Ethernit double camber' tiles is not in keeping.
- Reduction in the open front boundary to the plot.

Residential amenity

- Impact on privacy with existing neighbours not currently overlooked.
- Loss of light to neighbours given the depth and proximity to the boundary.
- Excessive increase in noise spoiling a current quiet neighbourhood.
- Creation of an oppressive living environment for the residents of 40 Rounton Road.
- Blocking of two windows on the ground floor of 40 Rounton Road and obstruction of a first-floor window affecting light entering the arterial first floor corridor.

Highways and parking

- Inadequate space for driveway parking with a cramped parking arrangement.
- The development requires 12 parking spaces, the proposed development only includes six off road parking spaces. Under-provision of 5 parking spaces.
- Garages are often converted to rooms. Garages are not counted as parking spaces.
- The site potentially could have 12 cars/vans between three properties, inevitably cars will be parked on the road which is not in keeping with the area.
- Other houses have sufficient parking and rarely use road side parking overnight.
- Roadside parking would impact on the ability to turn on and off other driveways.
- The current residents park on the road and this has caused a previous car accident.
- On street parking dangerously close to a busy crossroads.
- A proper highway assessment should be carried out.

Natural environment

- The Walnut tree is not deceased. It needs attention but there are signs of growth. This is a rare native species worth preserving.
- The proposed development reduces the natural plot growth of lawns, wildflowers, and bird friendly habitat.

PLANNING ASSESSMENT

The main planning considerations are:

1. Principle of development
2. Impact on the design and character of the area
3. Residential amenity
4. Impact on the natural environment
5. Highways and Parking.

Principle of Development

Planning law requires that applications for planning permission must have regard to Section 38 (6) of the Planning and Compulsory Purchase Act 2004, which requires proposals to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

In this case the development plan for the area is the Hart Local Plan (Strategy & Sites) 2032, the Hart Local Plan (Replacement) 1996-2006 Saved Policies and the Saved Policies of the South East Plan (2009). At a national level, the National Planning Policy Framework (NPPF) constitutes guidance which the Local Planning Authority (LPA) must have regard to. The NPPF does not change the statutory status of the development plan as the starting point for decision making but is a material consideration in any subsequent determination.

Housing Land Supply

In providing for sustainable development, the NPPF requires Local Planning Authorities to identify a five-year supply of specific deliverable sites to meet housing needs. The 'Five Year Housing Land Supply and Housing Trajectory at 1 April 2022' confirms that the Council currently has a housing land supply of 10.9 years and a Housing Delivery Test result of 210%. The NPPF (paragraph 11) therefore requires development that accords with an up-to-date development plan to be approved 'without delay'.

Hart Local Plan (Strategy and Sites) 2032

The development site is located within the Settlement Policy Boundary for Fleet as established by Policy SS1. This policy supports the principle of housing development which contributes towards social, economic and environmental wellbeing as well as the requirement to provide 7,614 dwellings and associated infrastructure over the plan period.

The NPPF sets out the Government's planning policy for England and places sustainable development at the heart of the decision-taking process incorporating objectives for economic, social and environmental protection. These objectives seek to balance growth and local community needs against protection of the natural, built and historic environment.

In having regard to the three objectives of sustainable development, the development site is located within an area of the town which benefits from established public transport and community facilities, with Fleet identified in the Local Plan as a sustainable location for growth over the plan period. Support is therefore afforded to the development and redevelopment of sites within the settlement policy boundary, with encouragement also given to ensuring the efficient use of land.

It is acknowledged that the site would not provide any form of long-term economic development, however there would be economic benefits generated through the construction period with spin offs from wage spending of construction workers and supplier sourcing. Following this there would be consumer spending on goods and services by the occupants of the dwelling within the local economy. The social aspect of sustainable development would be met through the contribution made to the housing stock. Given the application is for three dwellings (a net increase of two as one is a replacement), this benefit is afforded limited weight.

With regard to the environmental objective of this development, the proposals could reasonably be expected to demonstrate a degree of inherent sustainability through compliance with Council supported energy efficiency, sustainable water use, and Building Regulations standards.

The proposal would therefore comply with the economic, social and environmental aspects the NPPF's sustainability objectives. The principle of development is therefore deemed acceptable having regard to Policy SS1 of the Local Plan subject to a detailed assessment of the proposed physical built form, having regard to other relevant policies of the HLP32 and the HLP06.

Impact on the character of the area/design

Local Plan (HLP32) Policy NBE9 seeks to ensure that development achieves a high-quality design and that it would positively contribute to the overall character of the area. Saved Policy GE01 additionally requires development to have regard to local character subject to meeting design criteria.

The NPPF states that creating high quality buildings and places is fundamental to achieving good planning and places an emphasis on quality with a requirement to apply the National Design Guide in the absence of locally adopted design guides and codes. The National Design Guide sets ten characteristics that cumulatively contribute towards the cross-cutting themes for good design to be applied to any forms of development. The themes are reflected within adopted policies of the HLP32 and the HLP06 which are given consideration against the respective headings below.

The character of the area features post-war and modern suburban properties with a mix of bungalows, chalet style bungalows through to two-storey detached and semi-detached dwellinghouses with elevations of brick or render sitting under pitched tiled roofs. Properties have on plot parking with front gardens either laid to hardstanding or with a mix of lawn and surfacing. Plots have frontages of differing widths and buildings are set back behind front-gardens of differing depths either side of a tree-lined road with footpaths and occasional grass verges on both sides. Front boundaries are generally a mix of low walls, fences and hedges.

The application site has an unusually large plot in comparison to neighbouring sites with a frontage width of approximately 31m, with a typical depth of 48m. The proposed division of the plot and the siting and arrangement of the dwellings would give plots of approximately 10m in width reflecting plot sizes in the vicinity. The dwellings would also front the highway and be arranged in parallel therefore having a presence in the street and reflecting the pattern of development within the immediate area which comprises of detached buildings situated in modest plots fronting the street scene.

Whilst the siting of the dwellings opposite the application site are situated on wider plots, the proposal would provide plot widths not untypical of the area. Plot 1 measures 10.2m in width, plot 2 at 10.1m and plot 3 at 10.2m. This would be commensurate with that between the properties either side of the application site (nos. 40 – 42 and 34 – 36) which have plot widths of 11.8m (no. 34), 9.4m (no. 36), 12.7m (no. 40) and 12.2 (no. 42). It is noted that the pattern of development further along towards Ryelaw Road displays tighter urban grain with buildings situated within smaller plots of land. It is therefore considered that the proposal would not detract from the overall urban grain of the area and make efficient use of land.

In considering the massing of the properties, whilst the separation distances between 36 and 40 would alter, the distances provided would again not be untypical of the vicinity of the site. For instance, the proposal would provide separation between each new property and the existing dwellings to the north and south of a minimum 2m, with distances between the new dwellings (e.g. Plot 1 – 2 and Plot 2 – 3) of a minimum of 2m. This is not adversely different to the 2m separation between 34 and 36 Rounton Road and 40 – 42 Rounton Road. Whilst the separation between Plot 1 and 40 Rounton Road is less (at 1.1m) this by itself would not warrant refusal of permission given the suburban location.

Notwithstanding the subdivision of the existing large plot at No.38, the three resultant plots are considered to maintain the character of the area and thus would not amount to overdevelopment. The development would bring a change to the massing of development at the site, but the arrangement would simply reflect the existing street pattern.

The existing bungalow sits between properties that provide accommodation over two floors and appears as an anomaly given its low horizontal profile and single storey height. The proposal for two storey dwellings would bring a visual change, however with the height of the dwellings not extending above those of the immediate neighbours, this is not considered to result in adverse harm in the street scene. In terms of the proposed elevational design, the proportions, roof profiles and materials proposed would reflect the residential character and appearance of the area which itself is mixed. The proposed red facing brickwork in conjunction with plain roof tiles and cream render would help to integrate the proposed dwellings in a satisfactory manner with each property similarly having an individual design. The proposal would therefore form a development which would respect the local appearance, detailing and materials, with materials secured by condition 3.

It is noted that front boundaries are generally a mix of low walls and hedges and the proposed development would result in the loss of the existing vegetation along the front boundary of the application site. Whilst the proposal includes the provision of some indigenous planting within the frontage of the site, by virtue of the parking spaces being perpendicular to the road, the site frontage would be relatively open, which would not reflect the general immediate character of the area. In acknowledging that the front boundary

treatment would be lost, it is noted that this could be undertaken without the need for express planning consent in any event therefore the loss would be difficult to resist, irrespective of this application.

Overall, whilst the proposal would sub-divide an existing plot and bring a change to the street scene, it is not considered to result in such overriding demonstrable harm to the character and appearance of this suburban area. The resultant plots would be in keeping with the sizes of surrounding plots as would the separation distances between the properties and to the immediate neighbours. The design of the dwellings would be commensurate with the scale and character of neighbouring dwellings which themselves are mixed and would not adversely affect the prevailing character. A condition is proposed (condition 10) which removed permitted development rights to make alterations to, or to extend the properties to ensure that the appearance as permitted remains. The proposed development would therefore comply with the requirements of Policy NBE9 of the HLP32, Saved Policy GEN1 of the HLP06 and the aims of Section 12 the NPPF (2021).

Residential Amenity

HLP06 Saved Policy GEN1 emphasises that sustainable development should be permitted provided that the proposal does not result in any material loss of amenity to adjoining neighbours, among other considerations.

Occupants of the new dwellings

In terms of the quality of accommodation proposed for prospective occupiers, the proposed floor area of the dwellings would comply with the minimum requirements of the Government's Technical housing standards - nationally described space standards, as required by HLP32 Policy H6.

In relation to outlook and access to natural light, the positioning of openings within the proposed dwellings would result in satisfactory amenity levels for the proposed future occupiers of each of the dwellings. This is due to the provision of habitable room windows for adequate natural light and outlook. Where side facing windows do arise, these being to serve en-suites, the glazing is to be secured by condition 9 to be obscure.

In addition, the shape and size of private amenity space to serve the dwelling is sufficient to meet recreational and domestic needs of future occupants.

Impact on neighbouring amenities

- 36 Rounton Road

With regards to no.36 Rounton Road to the northwest, there would be approximately 2m from this property's side elevation to the side elevation of plot 3. The proposed dwelling would extend approximately 2.7m beyond the rear elevation of no.36. There is also a single storey element, however it would be set off from the boundary by approximately 3.4m. Whilst the proposed development would inevitably result in a change in relationship and greater presence within its plot, there would be no significant impacts on the occupiers in terms of the development being overbearing.

Whilst there would be some new overshadowing of no.36's garden within the morning to middle afternoon hours as a result of the position of the proposed dwelling, from approximately midday there would be no shade cast across the rear garden as to harm amenity. Shade would mainly fall across the property itself and in the afternoon towards the front garden and within the shade cast by number 36 itself. It is considered that the loss of daylight to the rear of this property would not be so significant as to warrant refusal on this basis.

No unacceptable overlooking would occur from ground floor windows as they do not provide opportunities for overlooking over and above what could be achieved from standing within a garden. Boundary treatment on either side of a shared boundary can often prevent direct views between ground floor habitable rooms in neighbouring properties.

With regard to the first floor rear openings, whilst there would be some oblique views afforded towards no.36, views would look directly down the application site garden and would be of an oblique nature, it is not considered that loss of privacy or overlooking would be significant.

- 40 Rounton Road

With regards to no.40 Rounton Road, there would be approximately 1m from this property side elevation to the side elevation of plot 1. The main bulk of the proposed dwelling would largely be in line with this neighbouring property, apart from a single storey rear addition which would have a depth of approximately 3m. Whilst the proposed development would inevitably result in a change in relationship and greater presence within its plot, there would be no significant impacts on the occupiers in terms of the development being overbearing.

It is noted that this dwelling features windows on the side elevation at ground and first floor. From the Officer's site visit, and a review of the planning history, these windows do not serve habitable rooms. By virtue of the main bulk of the resultant dwelling being positioned largely in line with no.40, and the rear outshoot being of a domestic scale and single storey nature, it is considered that there would be no unacceptable impacts on the occupiers through overbearing or overshadowing impacts as to warrant refusal on this basis.

No unacceptable overlooking would occur from ground floor windows as they do not provide opportunities for overlooking over and above what could be achieved from standing within a garden. Boundary treatment on either side of a shared boundary can often prevent direct views between ground floor habitable rooms in neighbouring properties. With regard to the first floor rear openings, whilst there would be some oblique views afforded to no.40, these views would look directly down the application site garden and would be of an oblique nature. As such it is not considered that loss of privacy or overlooking would be significant.

- 29 and 31 Rounton Road

29 and 31 Rounton Road sit opposite the application site and there would be a distance in excess of 20m between the properties. These distances are considered acceptable for a front-to-front relationship and there would be no significant impacts on the occupiers in terms of being overbearing, loss of light or loss of privacy.

- 26 and 28 Ryelaw Road

28 Rounton Road sits to the rear of the application site with the south-eastern boundary adjoining the rear boundary of no. 26 Rounton Road. The rear elevation of the proposed dwellings (from first floor level) would have a distance in excess of 20m to the rear boundary. These distances are considered acceptable within a suburban location and there would be no significant impacts on the occupiers in terms of being overbearing, loss of light or loss of privacy.

It is noted that additional vehicular movements would occur during the construction phase and once the dwellings are occupied. Vehicular movements already occur at the site and therefore it is considered that the additional vehicular movements for three dwellings (which would be a net increase in two) would not be to an unacceptable level such as to warrant refusal of the development. Furthermore any new levels of noise generated by the properties would simply be commensurate with residential dwellings.

A condition (condition 11) is recommended to be imposed to control construction and delivery hours to minimise disturbance to neighbouring occupiers.

The proposal is therefore considered acceptable in respect of neighbouring amenity in accordance with Saved Policy GEN1 of the HLP06.

Impact on the natural environment

Biodiversity

Local Plan Policy NBE4 states that all developments should protect and enhance biodiversity. The Local Planning Authority has a duty under the Natural Environment and Rural Communities Act 2006 to have full regard to the purpose of conserving biodiversity, which extends to being mindful of the legislation that considers protected species and their habitats and to the impact of the development upon sites designated for their ecological interest.

The application has been accompanied by a Phase 1 Ecological Assessment. The submitted report considers that any disturbance to protected species can be adequately controlled through timing of works to less sensitive periods of the year and implementing standard precautionary procedures. There is no requirement for a European Protected Species Licence in this case providing the works are carried out in the timeframes outlined.

Policy NBE4 seeks to provide for biodiversity net gain where possible. The Biodiversity Officer has recommended that alongside the detailed bat and bird box enhancements, that the new properties incorporate swift bricks into the design.

Subject to a condition (condition 6) to secure net gain, the proposal is acceptable in biodiversity respects in accordance with Policy NBE4 of the HLP32 and the aims of the NPPF (2021).

Trees

Saved Policy CON8 allows for development that does not have an adverse effect on the long-term health of trees with amenity value. Policy NBE9 states that developments shall incorporate any on-site or adjoining landscape features such as trees and hedgerows.

There are no trees on-site protected by virtue of a Conservation Area or Tree Preservation Order. The trees within the curtilage of the property are of domestic scale, and those within the rear garden are not readily visible from a public place. It is however noted that several of the larger trees (walnut and willow), provide some visual screening for neighbouring properties.

The willow tree located within the south-west boundary of the site is set to be retained as part of the proposed redevelopment of the site. No arboricultural information has been provided as to how it will be protected during the construction/landscaping phases of the development. That said, the tree is set back from Plot 1 and can be readily protected with protective fencing in accordance with BS5837:2012 Trees in relation to design, demolition and construction – Recommendations (BS5837).

The walnut tree located within the north-west sector of the rear garden is of poor physiological and structural condition. This is clearly evident by its sparse canopy and back necrosis at its root collar extending over a metre up its lower stem. Whilst it is not possible to determine the cause of decline, these symptoms are normally indicative of colonisation by the aggressive wood decay path armillaria (honey fungus). Regardless of what has caused the decline in the tree's physiological health and structural condition and the proposed development, it is reasonably foreseeable this tree will fail and it cannot be realistically retained in the short term.

The Tree Officer has raised no objection to the proposed development subject to conditions to ensure that tree protection is applied to ensure the safe retention of the willow tree and the planting of new trees to ensure the continuity of tree cover within the local landscape and visual screening of the built form and privacy for future occupiers and neighbouring properties.

The proposal is considered acceptable in tree respects subject to condition 4 in accordance with Saved Policy CON8 of the HLP06, Policy NBE9 of the HLP32 and the aims of Section 15 of the NPPF 2021.

Flooding and drainage

The site is located within Flood Zone 1 as confirmed by the Environment Agency's flood map for planning. Flood Zone 1 is the area at lowest risk of flooding, with a low probability of flooding from rivers and the sea. As the site is less than 1 hectare within flood zone 1 and does not meet any relevant triggers, there was no requirement for the submission of a site-specific Flood Risk Assessment. The site is however located within a causal flood area.

Policy NBE5 of the HLP32 states that development will be permitted provided that it would not increase the risk of flooding and will be free from flooding and that development within causal areas take opportunities to reduce the causes and impacts of flooding, amongst other criteria.

The Council's Drainage Officer has raised no objection to the scheme, subject to the inclusion of a condition requiring the submission of a drainage strategy, prior to commencement of development on site. Subject to the imposition of this condition (condition 5), it is considered that the proposal would not result in an increase in flood risk either at the site or off-site in accordance with Policy NBE5 of the HLP32 and the aims of Section 14 of the NPPF (2021).

Thames Basin Heaths Special Protection Area

The Thames Basin Heaths Special Protection Area (TBHSPA) is a network of heathland sites which are designated for their ability to provide a habitat for the internationally important bird species. The area is designated as a result of the Birds Directive and the European Habitats Directive and protected in the UK under the provisions set out in the Habitats Regulations.

The application site is within the 400m-5km 'zone of influence' of the TBHSPA and proposes additional residential development that would, either on its own or in combination with other plans or projects, have a detrimental on the nature conservation status of the TBHSPA.

South East Plan Policy NRM6 and HLP Policies NBE3 and NBE4 require adequate measures to avoid or mitigate any potential adverse effects on the SPA. The Habitats Regulations 2017 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 the TBHSPA.

Natural England have advised that they would have no objection subject to appropriate mitigation. The applicant has indicated that they intend to access Council-owned SANG for their mitigation and there is capacity available to accommodate the necessary mitigation for this site. A SANG payment of £42,372.60, together with a SAMM payment of £1,942.22 is required to secure the mitigation, which the applicant has confirmed they are willing to pay.

Subject to this being secured prior to any granting of planning permission, it is concluded that the proposed development would meet the requirements of the Habitats Regulations and that this development would not, either on its own or in combination with other plans or projects, have a detrimental impact on the nature conservation status of the TBHSPA in accordance with Policy NBE3 of the HLP32, Policy NRM6 of the South East Plan, and the aims of the NPPF (2021).

Highways and Parking

Policy INF3 supports development that promotes the use of sustainable transport modes prioritising walking and cycling, improves accessibility to services and supports the transition to a low carbon future. Among other requirements, this policy seeks to provide safe, suitable and convenient access for all potential users of development.

Saved Policy GEN1 of the HLP06 and Policy INF3 of the HLP32 state that all developments should provide appropriate parking provision in accordance with the Council's parking standards.

Traffic generation

The proposed development would generate additional traffic movements due to the creation of three dwellings intensifying the number of vehicular movements along the local highway network from the construction phase onwards. The scale of the development however (namely a net gain of two dwellings) is not considered to create an overriding material impact upon the free flow of traffic and highway safety.

Access

The existing dropped kerb is to be replaced with 3 dropped kerbs to serve the dwellings. The Highway Authority have raised no objections to the proposal; however a license will be required for the dropped kerbs. The access points would exit directly onto the public highway and would require reversing manoeuvres in the absence of on plot turning, however this is no different to many other properties along Rounton Road.

Parking

The Council adopted a Parking Technical Advice Note on 5th August 2022, which replaced its former Interim Parking Standards (2008). Whilst the TAN is not a Supplementary Planning Document (SPD), it is a material consideration and in the absence of any other guidance, adopted or otherwise, forms the basis for the Council's assessment as to the acceptability of parking provision for development within the district. The TAN provides a more up-to-date picture of car ownership patterns in Hart than the 2008 Standards, drawing on census data from 2011 which indicates that only 8% of residents in Hart have no car, which is significantly lower than the national average of 19% of people having no car.

The TAN sets out a zonal approach to parking. Zone 1 areas are those in close proximity to railway stations in Hart, with Zone 2 covering the rest of the district. The application site is not within 800m of Fleet railway station and as such falls within Zone 2. The TAN requires 4-bedroom properties to provide 3no. allocated car parking spaces and 0.5 unallocated car parking space, together with 5 cycle parking spaces.

The site frontage would provide ample space for 3 parking spaces per plot which meets the minimum dimensions set out in the TAN. There are no parking restrictions along Rounton Road and it is considered visitor parking can be safely accommodated off-site, similar to visitors to other properties.

With regards to cycle parking, cycle stores are to be located within the rear gardens of the proposed dwellings. The site is considered ample to accommodate the bicycle parking required by the TAN.

The Local Highway Authority has raised no objection to the scheme on the basis of highway safety or capacity. The proposal is able to provide sufficient parking spaces for cars and bicycles as set out in the Council's TAN. Parking is to be conditioned for its provision and retention in perpetuity through condition 8 and, with the condition removing permitted development (condition 10), ensures that the properties cannot be extended without permission first being granted, enabling future consideration of parking requirements.

The proposal is therefore acceptable in highway and parking respects in accordance with Policy INF3 of the HLP32 and Saved Policy GEN1 of the HLP06 and the aims of Section 9 of the NPPF (2021).

Refuse and recycling storage and collection

Policy NBE9 requires development to provide for the storage and collection of waste and recycling. Hart District Council operates a kerbside waste collection service. This is operated via wheeled containers which must be left adjacent to the nearest adopted highway for collection on the specified waste collection.

The development provides for bin/cycle stores within the rear gardens of the properties with space also made for collection within the front gardens ensuring that the requirements of Policy NBE9 (criteria h) are met.

Sustainable Water Use and Energy Efficiency

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

Policy NBE7 requires all new homes to meet the water efficiency standard of 110 litres/person/day which can be secured by way of planning condition (condition 12).

Policy NBE9 of the Local Plan sets out that development should provide buildings which are able to respond to environmental change and which minimise energy consumption through sustainable approaches to design. The policy however does not make any prescriptive requirements to be met on site therefore applicants are usually encouraged to consider all aspects of energy efficiency to help ensure the proposed development would respond to the Council's Climate Emergency.

Energy efficiency also forms an inherent element of the latest Building Regulations, as a separate legislative process, whereby from June 2022 new developments, such as residential properties, must produce 30% less carbon dioxide emissions than previous standards and provide an electric vehicle charging point. An informative will be placed on the decision notice encouraging the applicant to explore all opportunities for implementing the development approved by this permission in a way that minimises impact on climate change and enhances the sustainability of the proposal. The proposal therefore accords with Policies NBE7 and NBE9 of the HLP32.

Equality

In terms of Equality, The Equality Act 2010 legally protects people from discrimination in society. It replaced previous anti-discrimination laws (Sex Discrimination Act 1975; Race Relations Act 1976 and Disability Discrimination Act 1995) with one single Act. The public sector Equality Duty came into force on 05.04.2011 In Section 149 of the Equality Act. It means that public bodies have to consider all individuals when carrying out their day-to-day work in shaping policy and delivering services.

Due regard is given to the aims of the general Equality Duty when considering applications and reaching planning decisions in particular the aims of eliminating unlawful discrimination, advancing equality of opportunity and fostering good relations between

those who share a protected characteristic and those who do not share it. This application would not raise any issue in this regard.

Other matters

Planning precedent

Concern has been raised within the representations in respect of the proposal resulting in future applications along Rounton Road for similar schemes. In response, it is reiterated that each application is determined on its own merits and considered accordingly having regard to the adopted development plan in place.

Pre-commencement planning conditions

The recommendation proposes pre-commencement planning conditions therefore in accordance with section 100ZA of the Town and Country Planning Act 1990 and the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, the Local Planning Authority is required to serve notice upon the applicant to seek agreement to the imposition of such conditions. The agent has confirmed agreement of the pre-commencement condition on 21 July 2023.

Planning balance and conclusion

The site is within a sustainable location in an existing residential area. It also falls within the Fleet Settlement Policy Boundary wherein the principle of residential development is acceptable in accordance with Local Plan Policy SS1.

The provision of three dwellings (a net increase of two) would represent a benefit of the development, however the weight afforded to housing provision is very limited due to the fact that the Council can demonstrate a Housing Land Supply in excess of 10 years and a Housing Delivery Test percentage of 210%.

Economically, there would be some benefits generated during the construction period with spin offs from wage spending of construction workers and supplier sourcing. Following this there would be consumer spending on goods and services by the occupants of the dwellings, including limited opportunities for spending within the local area, potentially benefitting the local economy.

The environmental objective would be met in relation to planting and delivering a net gain to biodiversity. The dwellings would also be required to meet energy efficient standards set out in Building Regulations as a minimum and incorporate measures to consider climate change.

The design of the dwellings would be in keeping with the prevailing area. The proposal would be acceptable in terms of highways and access, flooding, neighbouring amenity and biodiversity.

Subject to conditions, the application is considered acceptable and is recommended for approval.

RECOMMENDATION A – Subject to securing SANG at Bramshot Farm and payment of the SAMM fee, permission be GRANTED subject to the following conditions:

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

REASON: To comply with Section 91 of the Town and Country Planning Act 1990 and to prevent an accumulation of unimplemented planning permissions.

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

Site Location Plan – drawing no 23-01-01

Proposed Site Plan – drawing no 23-01-02 REV B

Plot 1 – Proposed Elevations – drawing no 23-01-05

Plot 1 – Proposed Ground Floor, First Floor and Roof Plans – drawing no 23-01-04

Plot 2 – Proposed Elevations – drawing no 23-01-07

Plot 2 – Proposed Ground Floor, First Floor and Roof Plans – drawing no 23-01-06

Plot 3 – Proposed Elevations – drawing no 23-01-09

Plot 3 – Proposed Ground Floor, First Floor and Roof Plans – drawing no 23-01-08.

REASON: To ensure that the development is carried out in accordance with the approved details.

- 3 The materials to be used in the construction of the external surfaces of the development hereby permitted shall match, in type, colour and texture to those as outlined within the submitted application form and the Materials Palette document.

REASON: In the interests of visual amenity and in accordance with Policy NBE9 of the Hart Local Plan (Strategy & Sites) 2032, Saved Policy GEN1 of the Hart Local Plan (Replacement) 1996-2006, and Section 12 of the National Planning Policy Framework (NPPF 2021).

- 4 No works (including demolition and site clearance) or development shall take place until an Arboricultural Method Statement and Tree Protection Plan specific to this scheme has been submitted and approved in writing by the Local Planning Authority. The Tree Protection Plan and Arboricultural Method Statement shall be written in accordance with, and address sections 5.5, 6.1, 6.2, 6.3 and 7 of British Standard 5837:2012 Trees in relation to design, demolition and construction – recommendations. Nothing shall be stored or placed in any fenced area (construction exclusion zone) in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the prior written approval of the Local Planning Authority. Thereafter the works shall be carried out in accordance with the approved details until completion of the development.

REASON: To protect trees which contribute to the visual amenities of the site and surrounding area in accordance with Policy NBE9 of the Hart Local Plan (Strategy & Sites) 2032, Saved Policy CON8 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies and Section 15 of the National Planning Policy Framework (2021).

- 5 Prior to any excavation or laying of floor slab, a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include:

1. Where infiltration is proposed, full infiltration tests in accordance with BRE 365 including groundwater strikes.
2. Detailed drawings of the proposed drainage system including details as to where surface water is being discharged to.
3. Calculations confirming that the proposed drainage system has been sized to contain the 1 in 30 storm event without flooding and any flooding in the 1 in 100 plus climate change storm event will be safely contained on site.
4. Calculations showing the existing runoff rates and discharged volumes for the 1 in 1, 1 in 30 and 1 in 100 storm events and calculations for the proposed runoff rates and discharged volumes for the 1 in 1, 1 in 30 and 1 in 100 plus climate change storm events. To be acceptable proposed runoff rates and discharge volumes must be no higher than existing.
5. Provision of a Maintenance plan setting out what maintenance will be needed on the drainage system and who will maintain this system going forward.

REASON: To ensure that the development does not contribute to flooding from surface water and in order to prevent drainage issues within the development itself in accordance with Policy NBE5 of the Hart Local Plan (Strategy & Sites) 2032 and Section 14 of the National Planning Policy Framework (2021).

- 6 Prior to the commencement of any above-ground construction, a scheme of ecological mitigation and enhancement measures including those set out in the Ecological Assessment produced by The Ecology Co-op dated 24 March 2023 (project number P5598) shall be submitted to and agreed in writing by the Local Planning Authority. The mitigation measures shall be implemented in accordance with the approved details. The scheme shall demonstrate enhancements for biodiversity through native planting, habitat creation or habitat features (such as bat and bird box enhancements, swift bricks and hedgehog gaps in boundaries).

REASON: To ensure appropriate mitigation in accordance with Policy NBE4 of the Hart Local Plan (Strategy & Sites) 2032 and Section 15 of the National Planning Policy Framework (2021).

- 7 Prior to any development above ground floor level of the buildings hereby permitted, full details of both hard and soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority. All hard and soft landscape works shall incorporate means for encouraging biodiversity and be carried out in accordance with the approved details following the completion of the development and retained thereafter in accordance with the approved details.

Hard landscaping - details shall include the proposed positions, dimensions, materials and finished levels of means of enclosures (e.g. fences and walls – to include hedgehog holes) and hard surfaces (e.g. driveways, car parking, footpaths,

patios, decking). Where proposed hard surfaces/structures/ground levels are to be altered within or introduced into the root protection areas of retained on/off-site trees, scaled cross-section construction drawings and supporting arboricultural method statement will be required to support the hard landscape plan/specifications.

Soft landscaping – details shall include a soft landscaping plan to a recognised scale clearly illustrating the location of all trees/shrubs/hedges/plants to be planted and areas of turf to be laid; a detailed written soft landscape specification detailing the quantity, density, size, species, position and the proposed time or programme of the planting of all trees/shrubs/hedges/plants. This specification shall include details of ground preparation/cultivation within and adjacent to root protection areas of retained on/off-site trees, and other operations associated with, tree/shrub/hedge/plant establishment.

If within a period of five years from the date of the planting of any tree/shrub/hedge/plant shown on the approved plan(s) forward of the property, or any tree/shrub/hedge/plant in replacement for it, is removed, uprooted, destroyed, dies, or becomes seriously damaged or defective, another tree/shrub/hedge/plant of the same species and size as that originally planted, shall be planted in the immediate vicinity.

REASON: To ensure a form of development that maintains, and contributes positively to, the character and appearance of the area in accordance with Policies NBE2 and NBE9 of the Hart Local Plan (Strategy & Sites) 2032, Saved Policies GEN1 and CON8 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies and Section 15 of the National Planning Policy Framework (2021).

- 8 Prior to the occupation of each dwelling hereby permitted, a minimum of 3 parking spaces for each dwelling shall be laid out as identified on the approved plans and shall thereafter be retained free of any obstruction to their intended use for the lifetime of the development. Secure cycle storage shall be provided as identified on the approved plans and shall thereafter be retained for that purpose.
REASON: To ensure that the development is provided with adequate access, parking and turning areas in the interest of public highway safety in accordance with Policy INF3 of the Hart Local Plan (Strategy & Sites) 2032, Saved Policy GEN1 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies and Section 9 of the National Planning Policy Framework (2021).
- 9 The first floor side facing window in the eastern elevation of Plot 1 serving the bathroom and the western elevation of Plot 3 serving the en-suites of the development hereby approved shall be glazed with obscure glass (of Pilkington Glass level 3 or above, or equivalent) only and shall thereafter be retained as such. The windows shall be non-opening below 1.7m above the floor of the room that it serves.
REASON: To protect the amenities of current and future occupants of the property, to prevent unacceptable overlooking in accordance with Saved Policy GEN1 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies.
- 10 Notwithstanding the provisions of the Town and Country Planning General Development (England) Order 2015 (or any Order revoking or re-enacting this Order with or without modification) no enlargement of the dwelling house, as permitted by

Class A, B, C or D of Part 1 of the Second Schedule of the Order, shall be constructed.

REASON: To ensure the retention of a satisfactory appearance to the development, to avoid overdevelopment of the site, in accordance with Saved Policy GEN1 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies.

- 11 No development, working on the site or delivery of materials shall take place at the site except between 07:30 hours to 18:00 hours weekdays or 08:00 to 13:00 hours Saturdays. No development, working on the site or delivery of materials shall take place on Sundays, Bank Holidays or Public Holidays.
REASON: To protect the amenity of nearby residential occupiers in accordance with Saved Policy GEN1 of the Hart Local Plan (Replacement) 1996-2006 Saved Policies.
- 12 The dwellings hereby approved shall meet a water efficiency standard of 110 litres or less per person per day (unless otherwise agreed in writing with the Local Planning Authority through a demonstration that this requirement for sustainable water use cannot be achieved on technical or viability grounds).
REASON: To ensure a sustainable use of water in accordance with Policy NBE7 of the Hart Local Plan (Strategy & Sites) 2032.

INFORMATIVES

- 1 You may require Building Regulations Consent and we advise that you should contact Building Control on 01252 398715.
- 2 Hart District Council has declared a Climate Emergency. This recognises the need to take urgent action to reduce both the emissions of the Council's own activities as a service provider but also those of the wider district. The applicant is encouraged to explore all opportunities for implementing the development approved by this permission in a way that minimises impact on climate change.
- 3 The Council works positively and proactively on development proposals to deliver sustainable development in accordance with the NPPF. In this instance: The applicant was advised of the necessary information needed to process the application and, once received, the application was acceptable and no further engagement with the applicant was required.
- 4 The applicant is advised that under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017, bats are a protected species and it is illegal to intentionally or recklessly damage, disturb or destroy a bat or its habitat. If any evidence of bats is found on site, Natural England must be informed and a licence for development obtained from them prior to works continuing. For further information go to www.naturalengland.org.uk or contact Natural England (S.E. regional office) on 0238 028 6410.

RECOMMENDATION B - In the event that Council-owned SANG and relevant SAMM payment are not completed within 2 weeks OR private SANG is secured and a S106 agreement and SAMM payment are not completed within 8 weeks of the date of the resolution to grant, permission be REFUSED under delegated powers.

1. The application fails to secure mitigation in order to mitigate the recreational pressures arising from the development on the Thames Basin Heath Special Protection Area. In the absence of such mitigation, the application does not meet the requirements of the Habitats Regulations and it has not been demonstrated that the development would not have a likely significant effect on the Thames Basin Heaths Special Protection Area. The application is therefore contrary to Saved Policy NRM6 of the South East Plan and Policies NBE3 and NBE4 of the Hart Local Plan (Strategy and Sites) 2032.