

## **OFFICER REPORT FOR COMMITTEE**

**DATE: 25/01/2023**

**P/21/2048/RM  
MILLER HOMES LTD**

**PORTCHESTER WEST  
AGENT: TERENCE O'ROURKE**

PHASE ONE: APPLICATION FOR THE APPROVAL OF ALL OUTSTANDING RESERVED MATTERS FOR THE ERECTION OF 180 RESIDENTIAL DWELLINGS WITH ASSOCIATED INTERNAL ACCESS ARRANGEMENTS, PARKING, LANDSCAPING, OPEN SPACE AND ANCILLARY INFRASTRUCTURE WORKS (PHASE ONE PURSUANT TO OUTLINE CONSENT P/20/0912/OA)

LAND EAST OF DOWNEND ROAD, PORTCHESTER

### ***Report By***

Richard Wright – direct dial 01329 824758

#### ***1.0 Introduction***

- 1.1 This application has been reported to the Planning Committee for determination due to the number of third party letters of objection received.
- 1.2 Members will be aware that in October 2021, outline planning permission was granted on appeal for the construction of up to 350 homes on land east of Downend Road, Portchester (our reference P/20/0912/OA, appeal reference APP/A1720/W/21/3272188). That appeal determined the principle of development to be acceptable as well as the means of access.

#### ***2.0 Site Description***

- 2.1 This application is for the first phase of the development granted outline planning permission on appeal and so the application site comprises the western part of the wider site.
- 2.2 The site is located on the slopes of Portsdown Hill north of the Portsmouth to Southampton railway line which forms the development's southern boundary. The site comprises agricultural land and paddocks with farm buildings at its centre. It is in the countryside and lies outside of the urban settlement boundary as defined in the adopted local plan. To the east of the site lies land which is proposed to be developed in the second phase of the scheme. To the north-west is an open-air waste facility operated by Veolia and close by on the eastern side of Down End Road is a small group of residential and commercial properties.
- 2.3 Vehicular access is currently provided in two places, on the eastern side of Down End Road and from The Thicket via a bridge across the railway line

(Cams Bridge). A building used as a motor repairs business is located close to the northern side of the bridge however the red edge of the application site is drawn so as not to include that building or its forecourt.

### **3.0 Description of Proposal**

- 3.1 Approval is sought for the reserved matters pursuant to the outline consent for the appearance, scale and layout of the buildings and the landscaping of the site insofar as it relates to the first 180 dwellings (phase one).
- 3.2 The proposed layout of the site is arranged in an array of nine so-called 'perimeter blocks' of dwellings. The first of these blocks is on the southern side of the main estate spine road which is shown leading from the approved vehicular access junction with Downend Road eastwards into the site. The main spine road continues eastwards with six blocks of housing on its northern side and two to its south before turning to continue in a north/south orientation. Leading from the spine road are secondary routes to serve the dwellings including roads leading further eastwards to provide access to phase two (the remaining 170 homes).
- 3.3 In the eastern part of the site is an area of public open space which is designed to meet up with the remainder of the open space to serve the development, the majority of which would be located on the land to the east to be brought forward in phase two. Along the southern edge of the site are a series of infiltration basins as part of the proposed surface water drainage scheme. Also on the southern boundary is the point where the application site meets the northern end of the existing track over Cams Bridge over which pedestrian and cyclist access would be provided. A separate permission granted in 2019 allows for improvements to Cams Bridge and its approaches for this purpose and the detail of those improvements are included in a separate report on this Planning Committee agenda for Members' consideration (application reference P/21/0741/RM).
- 3.4 The new homes proposed are a mixture of two storey detached, semi-detached and terraced houses and apartments within two and three storey buildings. Seventy-two of the 180 homes (40%) are to be affordable homes comprising a mixture of units available for shared ownership and affordable rent.
- 3.5 Officers are of the view that the information submitted with this application is sufficient to consider the discharge of conditions 5 (surface water drainage) and 11 (levels) of the outline consent granted on appeal (our reference P/20/0912/OA, appeal reference APP/A1720/W/21/3272188).

### **4.0 Policies**

4.1 The following policies apply to this application:

**Adopted Fareham Borough Core Strategy**

CS4 - Green Infrastructure, Biodiversity and Geological Conservation  
CS5 - Transport Strategy and Infrastructure  
CS14 - Development Outside Settlements  
CS15 - Sustainable Development and Climate Change  
CS17 - High Quality Design  
CS21 – Protected and Provision of Open Space

**Adopted Development Sites and Policies Plan**

DSP2 - Environmental Impact  
DSP3 - Impact on living Conditions  
DSP13 - Nature Conservation  
DSP15 - Recreational Disturbance on the Solent Special Protection Areas

**Fareham Local Plan 2037 (Emerging)**

The Fareham Local Plan 2037 was submitted to the Planning Inspectorate on 30th September 2021 and an examination conducted in March and April 2022. Following the conclusion of the examination hearings the Inspector requested a number of modifications to the Plan. The proposed modifications were the subject of public consultation from 31<sup>st</sup> October until 12<sup>th</sup> December 2022. The Council's Local Development Scheme schedules that the new plan will be adopted in Winter 2022. On adoption the Local Plan will have full weight and in its current advanced stage is a material consideration for the determination of planning applications. The following draft policies of the emerging plan are of relevance.

HP1 - New Residential Development  
HA4 - Downend Road East  
NE1 - Protection of Nature Conservation, Biodiversity and the Local Ecological Network  
NE3 - Recreational Disturbance on the Solent Special Protection Area (SPA's)  
NE4 - Water Quality Effects on the SPA/SAC and Ramsar Sites of the Solent  
NE6 - Trees, Woodland & Hedgerows  
NE9 - Green Infrastructure  
TIN1 - Sustainable Transport  
TIN2 - Highway Safety & Road Network  
D1 - High Quality Design & Placemaking  
D2 - Ensuring Good Environmental Conditions  
D4 - Water Quality & Resources  
D5 - Internal Space Standards

### **Other Documents:**

Fareham Borough Design Guidance: Supplementary Planning Document  
(excluding Welborne) December 2015  
Residential Car Parking Standards 2009

## **5.0 Relevant Planning History**

5.1 The following planning history is relevant:

|                     |   |
|---------------------|---|
| <b>P/20/0912/OA</b> | Outline Planning Application With All Matters Reserved (Except The Means Of Access) For Residential Development, Demolition Of Existing Agricultural Buildings And The Construction Of New Buildings Providing Up To 350 Dwellings, The Creation Of New Vehicular Access With Footways And Cycleways, Provision Of Landscaped Communal Amenity Space, Including Children's Play Space, Creation Of Public Open Space, Together With Associated Highways, Landscaping, Drainage And Utilities. |
|---------------------|---|

|                              |            |
|------------------------------|------------|
| <b>ALLOWED ON<br/>APPEAL</b> | 18/10/2021 |
|------------------------------|------------|

|                     |   |
|---------------------|---|
| <b>P/18/0001/OA</b> | Outline Planning Application for Improvements to Cams Bridge and the Approaches to Enable Use by Pedestrians and Cyclists and Continued Vehicle Access to the Workshop Including Lighting, Raising the Bridge Parapets, Signage, Re-Surfacing and New Road Markings |
|---------------------|---|

|                   |            |
|-------------------|------------|
| <b>Permission</b> | 03/05/2019 |
|-------------------|------------|

## **6.0 Representations**

6.1 Fifty-six letters of objection have been received in response to this application. Some of the comments made relate to matters of principle and the means of access to the site which were issues considered when the Planning Inspector determined the appeal and granted outline planning permission. However, the following matters were raised which are material to the consideration of this current application for approval of reserved matters:

- Noise from pumping station on residents living in Tamar Close
- Infiltration basins close to railway
- Infiltration ponds dangerous to children
- Blocks of flats are three storeys high and overbearing

- Blocks of flats will overlook properties south of railway
- Affordable units are in one cluster / lack of mixed tenures
- Proposed style of houses not in keeping with character of area
- Houses on western side of site would be close to existing trees on southern boundary with railway which should be retained
- The whole site should be shown on the plans, not just phase one
- More variation in materials required (not just red brick)
- Not enough parking spaces
- Some of the chosen plants are not appropriate for chalk soils
- The proximity of new housing to the Veolia site may result in objections to changes in working practice at the site in the future
- Anti-social behaviour in play area
- Access problems for motor repairs garage
- Noise and vibrations will affect living conditions of future residents

## **7.0 Consultations**

### EXTERNAL

#### **Hampshire County Council - Highways**

7.1 No objection.

#### **Hampshire County Council - Ecology**

7.2 No objection subject to conditions.

#### **Hampshire County Council – Flood & Water Management Team**

7.3 No objection.

#### **Hampshire Police – Designing Out Crime Officer**

7.4 Advice provided regarding protection of private gardens and private/public space delineation, hedgerows as boundary treatment, footpaths and benches within public open space, security for communal cycle stores and lighting.

#### **Network Rail**

7.5 Network Rail is the statutory undertaker for maintaining and operating railway infrastructure of England, Scotland and Wales. As statutory undertaker, NR is under license from the Department for Transport (DfT) and Transport Scotland (TS) and regulated by the Office of Rail and Road (ORR) to maintain and enhance the operational railway and its assets, ensuring the provision of a safe operational railway.

Due to the close proximity of the proposed works to Network Rail's land and the operational railway, Network Rail requests the applicant / developer

engages Network Rail's Asset Protection and Optimisation (ASPRO) prior to works commencing. This will allow our ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway.

The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works.

The applicant / developer must also follow the attached Asset Protection informatives which are issued to all proposals within close proximity to the railway (compliance with the informatives does not remove the need to engage with our ASPRO team).

## INTERNAL

### **Trees**

- 7.6 No objection.

### **Housing**

- 7.7 Final comments awaited.

### **Environmental Health**

- 7.8 Further to our discussions and subsequent meeting today with the applicants and acoustician, in respect of the car garage operating in close proximity to the proposed application site, I can advise that after the further discussion of the process and time frame of the additional monitoring undertaken by the acoustician, I am satisfied that this is more representative of an appropriate assessment given the circumstances.

Given that the dominant noise source for the proposed development closest to the car garage, is that of road and rail noise, and that noise arising from the garage fall below these levels (as confirmed by applicants acoustician), I feel that the appropriate acoustic glazing specification already identified to address the dominant road/rail noise, in addition to the provision of alternative mechanical ventilation (not just trickle vents) to the two closest high rise blocks proposed, in order to provide adequate ventilation where windows cannot be opened, should where installed and maintained correctly mitigate any impacts from the neighbouring car garage.

## **8.0 Planning Considerations**

- 8.1 This reserved matters application provides the detail of the scale, appearance, layout and landscaping proposals for the first 180 dwellings of this

development for up to 350 homes. As referred to earlier in this report, the outline planning permission granted on appeal in October 2021 considered the principle of development and the means of access to be acceptable.

- 8.2 Since that appeal decision the emerging local plan, the Fareham Local Plan 2037, has progressed through the plan-making process to the point where adoption is expected during the early part of 2023. With that in mind considerable weight can now be given to the policies within the emerging plan.
- 8.3 Policy HA4 of the Fareham Local Plan 2037 gives site-specific requirements for development of the site. Those elements of the policy relating to the principle of development (including the quantum) and access have already been considered during the appeal for outline planning permission. However, a number of more detailed requirements are relevant to the determination of this reserved matters application and these are considered below in this report.
- 8.4 The outline planning permission granted by the Planning Inspector requires the development to be carried out in accordance with the approved Landscape Parameter Plan. That plan shows which areas of the site are to be developed, areas of informal and formal open space and surface water attenuation features amongst other things. The outline planning permission granted is also subject to a number of planning conditions covering matters such as archaeological investigation (condition 4), surface water drainage (conditions 5 & 6), land contamination (conditions 7 & 8), a Construction Environmental Management Plan (condition 9), reptile and great crested newt mitigation (condition 10), finished levels (condition 11), electric vehicle charging (condition 12), permitted hours of construction work (condition 13), ecological mitigation and enhancement measures (condition 14), sound attenuation (condition 15), a Landscape and Ecological Management Plan (condition 16), biodiversity enhancement (condition 17) and water efficiency (condition 18).
- 8.5 Officers have carefully considered the extent to which this reserved matters application broadly conforms with the outline planning permission, specifically the parameters imposed through the approved Landscape Parameter Plan and planning conditions, and are satisfied in this regard. In terms of the development's layout there are one or two areas where for various reasons it has been necessary to deviate slightly from the approved parameter plan. These are considered minor in nature and are both essential and beneficial to achieving a well-designed and functioning layout.

#### Public realm and open space

- 8.6 Officers have worked closely with the applicant Miller Homes and their consultant team to achieve a well thought out and high-quality layout to the scheme. The proposals would deliver an attractive public realm orientated around the main estate spine road running through the site and a central north-south pedestrian and cycle route leading northwards from Cams Bridge.
- 8.7 Specific attention has been paid to this north-south route which runs from Cams Bridge northwards along a generously wide footway/cycleway past the existing motor repairs garage to a small, equipped play area (Local Area of Play or LAP). The play area would be enclosed by low level fencing and overlooked by three flatted blocks to the north of the spine road and east of the footway/cycleway at what would be a busy focal point at the heart of the first phase of the development. Officers are satisfied that the arrangement of buildings around this focal point would provide a pleasant enclosure to the public realm. The motor repairs garage meanwhile would be provided with a new separate vehicular access from the spine road to separate traffic from the pedestrian/cycle route. At the point where the north-south route meets it the spine road would be raised to form a long section of level surface providing pedestrian priority for users travelling further north. North of the spine road the path passes through one small area of open space and then another at the far northern end of the site.
- 8.8 Along the eastern edge of the site, houses are shown to face out on to the central corridor of parkland that will separate phases one and two. Again, a dedicated footway runs parallel to the spine road through what is anticipated to be a pleasant, landscaped area of public open space all the way to the northern edge of the site.
- 8.9 Around the southern and western edges of the site it is proposed to create multi-functional landscaped areas, some around infiltration basins. These areas would be used as informal open space, ecological enhancements and surface water drainage. They include a large area at the site's western extent where the vehicular and pedestrian access points from Downend Road will be provided with an attractive landscaped setting.
- 8.10 The proposals are for an attractive, well laid out and well connected series of public spaces which accord with the design-led criteria of local plan policy CS17 and emerging local plan policy D1. In addition, Officers consider the proposed layout, having been derived from the approved Landscape Parameter Plan, successfully takes account of the site's constraints and context in particular the hillside setting so as to meet criterion b) of emerging local plan policy HA4. The proposed network of green and public access



corridors throughout the site with pedestrian and cycle connectivity further complies with criteria d) & e) of that policy also.

#### Living conditions of future residents

- 8.11 The layout of the site within the nine perimeter blocks mentioned earlier in this report has been carefully considered to ensure a high-quality living environment is being provided for the scheme's future residents. Officers are satisfied that, subject ensuring that any windows shown to be obscure glazed and fixed shut to a specific height are retained in that manner, there would be no unacceptable overlooking through views from dwelling to dwelling. The arrangement of buildings on the site avoids any unacceptable impacts on light or outlook. Overall, there would be no unacceptable adverse impacts on the environmental conditions of future occupiers as adequate daylight, sunlight and privacy would be ensured.
- 8.12 With regards to external space, each of the houses proposed has a rear private garden which either meets or exceeds 11 metres in length to satisfy the minimum requirement in the Council's adopted Design Guidance (excluding Welborne) SPD. Officers have worked with the applicant to ensure that gardens are not unacceptably overlooked by neighbouring properties and are not excessively overshadowed by other buildings. Because of the significant gradient of the land across much of the site, the proposals have been prepared to ensure that gardens are not created with slopes which would be too severe so as to make them unusable in practice. The applicant proposes to grade the land in a way to avoid unacceptably steep differences in levels between gardens and also within the streetscene. Retaining walls are to be used throughout the development but these have been limited so that large unsightly or unneighbourly retaining structures would be largely avoided. Where significant changes in levels between properties are inevitable, such as between the flats on plots 21-29 and the neighbouring house to the north at plot 30, Officers have suggested the applicant use landscaping and appropriate boundary treatment to soften the visual impact.
- 8.13 There are six flatted buildings proposed all of which are to be provided with some external amenity space with the exception of Block 6 which has some peripheral landscaped areas but no communal garden. Block 6 is located immediately adjacent to the eastern boundary of the site and the large area of public open space to be created within phase two of the development. Given this close proximity to the proposed parkland Officers consider that the absence of any dedicated private or communal garden for residents is still acceptable. Members will be aware that the Council's Design Guidance (excluding Welborne) SPD recommends flats be provided with at least 25 square metres of private or communal garden each. Blocks 7 & 8 are further

than Block 6 from the central public open space but still relatively close. A pleasant external amenity area with small seating area surrounded by shrub planting is shown to the southern side of each building. Blocks 1, 2 & 3 meanwhile are located close to the LAP and also have similar good quality communal gardens which are slightly larger. Notwithstanding, none of the communal gardens would provide enough space to meet the guidance in the SPD however many of the proposed flats benefit from either Juliet or walkout balconies. Taking into account the positioning of flats relative to areas of open space and the provision of good quality communal garden space and balconies, Officers consider the proposals acceptable in terms of the type, amount and quality of external amenity space being provided.

- 8.14 The applicant has submitted a checklist to demonstrate that all of the proposed homes meet the minimum space standards set out in the government's Nationally Described Space Standards and Policy D5 of the emerging local plan.
- 8.15 Finally in relation to living conditions, Officers have requested the applicant assess the likely noise impacts from the continued use of the motor repairs garage which would be closest to residents living in Blocks 1, 2 & 3. The noise assessment produced by the applicant has found that, given the observed low-key nature of the garage use and the planning restrictions imposed when planning permission was granted in 2005 (planning reference P/05/0543/VC), the typical noise levels generated by the garage would not exceed the background noise levels from the nearby railway, motorway and Veolia waste transfer site. Noise attenuation measures have already previously been secured by planning condition to mitigate any adverse effects from those noise sources.
- 8.16 In summary, Officers consider the proposals to accord with the relevant criteria relating to living conditions within adopted local plan policy CS17 and emerging local plan policies D2 & D5.

#### Scale, appearance and design of buildings

- 8.17 The proposed housing is predominantly two storey in scale with single storey outbuildings. There are some 2.5 storey dwellings focussed mainly along the main spine road. The three flatted blocks located along the spine road and north-south pedestrian/cycle route are three storey in scale (Blocks 1, 2 & 3). Blocks 7 & 8 both contain a central three storey high core with two storey wings on either side. Block 6 meanwhile is 2.5 storeys high.
- 8.18 Criterion f) of Policy HA4 requires:

*“Building heights limited to a maximum of 2.5 storeys, except for buildings which front onto the site access or perimeter, where heights will be limited to a maximum of 2 storeys...”*

- 8.19 It is acknowledged that, with some flat buildings three storeys high, the proposals do not meet this criterion. Notwithstanding, having regard to the design and appearance of each of the flatted blocks in question, Officers do not consider those buildings to be excessively bulky or visually obtrusive when considered individually. As referred to earlier in this report, viewed together the buildings form an appropriate scaled enclosure of the public realm around the key focal point where the main estate spine road meets the north-south pedestrian/cycle route (Blocks 1, 2 & 3). The three storey elements of Blocks 7 & 8 are an appropriate feature on two key landmark buildings within the streetscene. The inclusion of these relatively few buildings at a scale in excess of that stated in policy HA4 is not considered to be harmful to the visual appearance of the development or to have any wider landscape implications.
- 8.20 The proposed housing across the wider phase one site is a mixture of traditional and more contemporary styles of architecture as promoted by the applicant Miller Homes. Officers are satisfied that the variety of housing proposed is an appropriate response to the varied character of the surrounding Portchester settlement area. Whilst the applicant has broadly indicated a proposed mixture of materials to be used, the exact details of those materials is recommended as the subject of a further planning conditions attached to the reserved matters approval.

#### Parking and highways

- 8.21 Car parking space for residents is to be provided through a mixture of driveway spaces, allocated street bay or car barn spaces and unallocated parking court spaces. This provision is considered satisfactory to accord with the relevant standards in the Council's adopted Residential Car Parking Standards SPD. A number of dwellings are also to have garages and a total of forty visitor car parking spaces are proposed across the site, mainly in parallel parking bays in the street. Every dwelling is shown to have a 13amp wall or pedestal mounted electric vehicle charging point. Unallocated spaces within parking courts, for example those for each of the flatted blocks, are shown to have one charging point for every two spaces.
- 8.22 The Highway Authority Hampshire County Council have raised no objection to the final revised proposals following amendments made by the applicant to improve the internal road layout. It is understood that Miller Homes intend to offer the main estate spine road and the southern section of the north-south

pedestrian/cycle route for adoption by the Highway Authority however other secondary and tertiary routes would likely remain the responsibility of a private management company.

#### Impact on Habitat Sites

- 8.23 Core Strategy Policy CS4 sets out the strategic approach to Biodiversity in respect of sensitive European sites and mitigation impacts on air quality. Policy DSP13: Nature Conservation of the Local Plan Part 2 confirms the requirement to ensure that designated sites, sites of nature conservation value, protected and priority species populations and associated habitats are protected and where appropriate enhanced.
- 8.24 The Solent is internationally important for its wildlife. Each winter, it hosts over 90,000 waders and wildfowl including 10 per cent of the global population of Brent geese. These birds come from as far as Siberia to feed and roost before returning to their summer habitats to breed. There are also plants, habitats and other animals within the Solent which are of both national and international importance.
- 8.25 In light of their importance, areas within The Solent have been specially designated under UK/ European law. Amongst the most significant designations are Special Protection Areas (SPA) and Special Areas of Conservation (SAC). These are often referred to as 'Habitat Sites' (HS).
- 8.26 Regulation 63 of the Habitats and Species Regulations 2017 provides that planning permission can only be granted by a 'Competent Authority' if it can be shown that the proposed development will either not have a likely significant effect on designated sites or, if it will have a likely significant effect, that effect can be mitigated so that it will not result in an adverse effect on the integrity of the designated sites. This is done following a process known as an Appropriate Assessment. The Competent Authority is responsible for carrying out this process, although they must consult with Natural England and have regard to their representations. The Competent Authority is the Local Planning Authority.
- 8.27 Officers have undertaken an Appropriate Assessment to assess the likely significant effects of the development on the HS. The key considerations for the assessment of the likely significant effects are set out below.

#### *Recreational Disturbance*

- 8.28 Firstly, in respect of Recreational Disturbance, the development is within 5.6km of the Solent SPAs and is therefore considered to contribute towards

an impact on the integrity of The Solent SPAs as a result of increased recreational disturbance in combination with other development in the Solent area. The Section 106 unilateral undertaking provided by Miller Homes for the previous outline consent appeal includes obligations on the developer to make the appropriate financial contribution towards the Solent Recreational Mitigation Partnership Strategy (SRMS).

#### *Water Quality (nitrates)*

- 8.29 Natural England has highlighted that there is existing evidence of high levels of nitrogen and phosphorus in parts of The Solent with evidence of eutrophication. Natural England has further highlighted that increased levels of nitrates entering the Solent (because of increased amounts of wastewater from new dwellings) will have a likely significant effect upon the HS.
- 8.30 A nitrogen budget has been calculated in accordance with Natural England's '*National Generic Nutrient Neutrality Methodology*' (Feb 2022) ('the NE Advice') and the updated calculator (20 April 2022) which confirms that the development of all 350 homes over phases one and two will generate 212.62 kgTN/year. In the absence of sufficient evidence to support a bespoke occupancy rate, Officers have accepted the use of an average occupancy of the proposed dwellings of 2.4 persons in line with the NE Advice. The applicant has provided a breakdown summary of the existing use of the land and Officers concur with the information provided. The nutrient budget provided by the applicant demonstrates that the development would be nutrient neutral and therefore no further mitigation would be required.
- 8.31 The Council's appropriate assessment concludes that the proposed mitigation and planning conditions will ensure no adverse effect on the integrity of the HS either alone or in combination with other plans or projects. Natural England has been consulted on the Council's Appropriate Assessment and their comments are awaited. It is considered that the development accords with the Habitat Regulations and complies with Policies CS4 and DSP13 and DSP15 of the adopted Local Plan.

#### Summary

- 8.32 In summary, the reserved matters application from Miller Homes is considered acceptable having regard to the proposed scale, appearance, layout and landscaping of the first phase of this development.
- 8.33 The application proposes an attractive, well laid out and well connected series of public spaces, internal roads and green infrastructure. The new dwellings proposed would provide adequate internal and external space, sunlight,

daylight and privacy for residents and appropriate levels of car parking space in accordance with local plan policy CS17 and emerging local plan policy D2. The design and appearance of the proposed buildings is of sufficiently high quality to create a well designed, beautiful and safe quality place in accordance with emerging local plan policy D1. There would be no adverse effects on the integrity of Habitat Sites in compliance with local plan policies CS4, DSP13 & DSP15.

- 8.34 The details provided by the applicant in relation to surface water drainage are considered acceptable to discharge the requirement for such details under condition 5 of the outline planning permission. Similarly, the details of finished internal and external levels are considered acceptable with regards to condition 11 of the outline consent.

## **9.0 Recommendation**

- 9.1 DELEGATE authority to the Head of Development Management to

- a) make any necessary modification, deletion or addition to the proposed conditions; and
- b) in consultation with the Solicitor to the Council, consider any comments received from Natural England relating to the consultation on the Appropriate Assessment and to make any minor modifications to the proposed conditions, addition of conditions, or any other subsequent minor changes arising.

- 9.2 **APPROVE** the reserved matters and details pursuant to conditions 5 & 11 of the outline planning permission reference P/20/0912/OA, subject to the following Conditions:

1. The development hereby permitted shall be carried out strictly in accordance with the following drawings/documents:

*Note: full list of approved drawings/documents to be provided as an update prior to Planning Committee meeting.*

REASON: To avoid any doubt over what has been permitted.

2. No more than twenty-five dwellings shall be occupied until the new access road to the existing motor repairs garage north of Cams Bridge has been constructed in accordance with the approved details shown on drawing 091.0013.003 Rev A and made available for use. The access road shall be retained as shown on that drawing at all times thereafter.

REASON: To provide appropriate alternative access to the existing motor repairs garage; in the interests of highway safety and convenience.

3. No development hereby permitted shall proceed beyond damp proof course level until the following details have been submitted to and approved by the Local Planning Authority in writing:
  - a) details of boundary treatment for the perimeter of the motor repairs garage north of Cams Bridge and south of the proposed play area;
  - b) details of measures to prevent vehicular traffic from the motor repairs garage entering the site other than by using the new access road shown on drawing 091.0013.003 Rev A.

The development shall be carried out in accordance with the approved details. The approved boundary treatment and traffic measures shall thereafter be retained at all times.

REASON: In the interests of the visual appearance of the development and highway safety and convenience.

4. No development hereby permitted shall proceed beyond damp proof course level until details (including samples where requested by the Local Planning Authority) of all proposed materials to be used in the external facing elevations of buildings, boundary walls and fences and hardsurfaced areas have been submitted to and approved by the Local Planning Authority in writing. The development shall be carried out in accordance with the approved details.

REASON: To secure the satisfactory appearance of the development.

5. The following windows shall be:
  - a) Obscure-glazed; and
  - b) Of a non-opening design and construction to a height of 1.7 metres above internal finished floor level;

and shall thereafter be retained in that condition at all times;

- 1) Note: full list of windows subject to this restriction to be provided as an update prior to Planning Committee meeting.*

REASON: To prevent overlooking and to protect the privacy of the occupiers of the adjacent properties.

6. The development hereby approved shall be carried out in accordance with the measures detailed within the Updated Ecology Report by Ecosupport (May 2022) in relation to the recommended mitigation, compensation and enhancement measures on site.

REASON: To ensure the protection of retained habitats, notable and protected species and designated sites and an overall net gain in biodiversity.

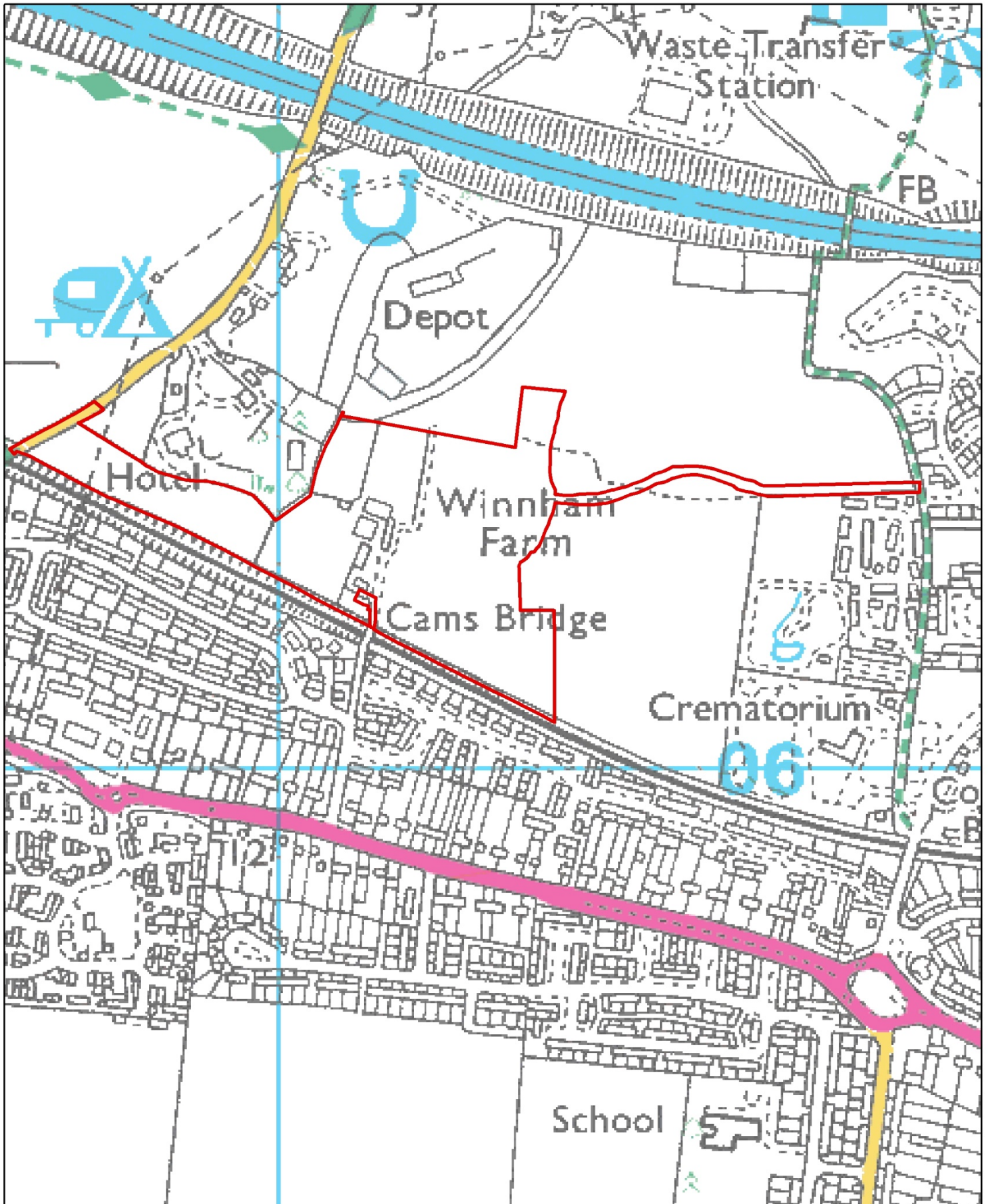
#### **10.0 *Background Papers***

Application documents and all consultation responses and representations received as listed on the Council's website under the application reference number, together with all relevant national and local policies, guidance and standards and relevant legislation.



# FAREHAM

BOROUGH COUNCIL



Land to the East of Downend Road  
Portchester

Scale 1:6,000



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