

OFFICER REPORT FOR COMMITTEE

DATE: 12/02/2025

P/24/0269/FP
KEBBELL HOMES LTD

HOOK-WITH-WARSASH
AGENT: DONNCHA MURPHY

ERECTION OF FOUR 5-BEDROOM DWELLINGS WITH ASSOCIATED ACCESS,
PARKING & LANDSCAPING

45 FLEET END ROAD, WARSASH, SOUTHAMPTON, SO31 9JH

Report By

Lucy Knight – direct dial 01329 824579

1.0 Introduction

1.1 This application is reported to the Planning Committee to be decided due to the number of third-party representations received.

2.0 Site Description

2.1 This application relates to an area of land on the north eastern side of an unmade private track accessed from the south eastern side of Fleet End Road.

2.2 The site was previously the residential garden to a single storey bungalow number 45 Fleet End Road. The bungalow was demolished prior to the application being made and the land has been left unmanaged for a long period of time.

2.3 The site is adjacent to a large area of woodland to the south east, residential properties to the south, north west and north east and the Jolly Farmer Public House garden and parking area to the north.

3.0 Description of Proposal

3.1 This application seeks full planning permission for the construction of four, two storey, five bedroom detached dwellings along with amendments to the existing access and associated parking and landscaping.

3.2 The dwellings would be situated on generous plots, two with attached garages and two with detached garages and each with associated parking.

3.3 The dwellings would be of a traditional architecture finished in facing brickwork with quoin and arch detailing and stone window sills.

3.4 The dwellings would comply with the Nationally Described Space Standards.

4.0 Policies

4.1 The following policies apply to this application:

Adopted Fareham Local Plan 2037

H1: Housing Provision

HP1: New Residential Development

HP7: Adaptable and Accessible Dwellings

CC1: Climate Change

CC2: Managing Flood Risk and Sustainable Drainage Systems

NE1: Protection of Nature Conservation, Biodiversity and Local Ecological Network

NE2: Biodiversity Net Gain

NE3: Recreational Disturbance on the Solent Special Protection Areas (SPAs)

NE4: Water Quality Effects on the Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites of the Solent

NE6: Trees, Woodland and Hedgerows

NE9: Green Infrastructure

TIN1: Sustainable Transport

TIN2: Highway Safety and Road Network

D1: High Quality Design and Place Making

D2: Ensuring Good Environmental Conditions

D4: Water Quality and Resources

D5: Internal Space Standards

HE1: Historic Environment and Heritage Assets

HE3: Listed Buildings and Structures and/or their Settings

Other Documents:

National Planning Policy Framework (NPPF) 2021

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:

P/01/1433/OA	Erection of Five Dwellings (Outline Application)
Refuse	08-07-02
Appeal Dismissed	25-02-03

P/05/0429/OA	Erection of 18No Dwellings (Outline Application)
Refuse	22-06-05

P/12/0978/FP Erection Of A Three Bed Detached Dwelling And Detached Garage
Refuse 14-01-13

P/13/0065/FP Erection Of Three Dwellings With Associated Access, Parking & Landscaping Following Demolition Of 45 Fleet End Road & Associated Outbuildings
Refuse 29-04-13
Appeal Dismissed 05-11-13

P/22/0167/FP Three detached dwellings
Approve 15-03-2023

6.0 Representations

6.1 Five letters of representation were received during the initial 21 day consultation period which raise the following concerns:

- Fleet End Road is not wide enough to accommodate development
- Overdevelopment
- Concerns over construction traffic
- Gravel access too narrow
- Concerns over land contamination
- Loss of wildlife
- Unacceptable impact upon occupiers of 47 Fleet End Road
- Notice was not served on land owners
- Walking access should be provided from road next to the Jolly Farmer

Amended plans were received that alter the design of the dwellings on plots 1 and 2 to reduce their eaves height on the western side. A further consultation period was carried out in which 3 letters of representation were received, all from residents who had previously commented, and which raise the following concerns:

- Visibility for existing gravel track is shown on the public highway – safety issue for pedestrians
- Site boundary differs on plans
- Refuse vehicle would overhang land outside of the boundary
- Number of vehicle movements per day unacceptable

7.0 Consultations

EXTERNAL

Local Highway Authority – Hampshire County Council

7.1 No objection

Ecology – Hampshire County Council

7.2 No objection subject to conditions relating to biodiversity net gain, construction environmental management plan, reptile mitigation, details and treatment of wildlife corridor, pre commencement badger survey and inclusion of integrated ecological enhancements.

INTERNAL

Principal Tree Officer

7.3 No objection provided recommendations of the tree report are implemented and the construction methods detailed within the arboricultural method statement are followed when working near retained trees.

Environmental Health (Noise and Pollution)

7.4 No objection.

Refuse & Recycling

7.5 No objection.

8.0 *Planning Considerations*

8.1 The following matters represent the key material planning considerations which need to be assessed to determine the suitability of the development proposal. The key issues comprise:

- a) Housing Delivery Test
- b) Principle of development
- c) Impact upon neighbouring properties;
- d) Impact upon the character and appearance of the area;
- e) Impact upon designated heritage assets
- f) Highways;
- g) Ecology;
- h) Impact on Habitat Sites
- i) Other matters

a) Housing Delivery Test

8.2 In determining development proposals there is a presumption in favour of the policies of the extant Development Plan unless material considerations indicate otherwise. Material considerations include the planning policies set out in the NPPF.

8.3 Paragraph 11 of the NPPF clarifies what is meant by the presumption in favour of sustainable development for decision taking. It states:

For decision-taking this means:

‘...’

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting planning permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance⁷ provides a strong reason for refusing the development proposed; or

ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination⁹.

8.4 Footnote 7 to paragraph 11 reads as follows:

‘The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 189) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, a National Landscape, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 75); and areas at risk of flooding or coastal change.’

8.5 Footnote 8 to paragraph 11 reads:

‘This includes, for applications involving the provision of housing, situations where: the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer as set out in paragraph 78); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years....’

- 8.6 The NPPF states that local planning authorities should identify a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement including a buffer. Where a local planning authority cannot do so, and when faced with an application involving the provision of housing, the policies of the local plan which are most important for determining the application are considered out-of-date.
- 8.7 The NPPF was amended in December 2024 and changes the way in which the five year housing land supply is calculated.
- 8.8 Development plan policies are considered out-of-date where the Housing Delivery Test indicates that the delivery of housing was below 75% of the housing requirement over the previous three years.
- 8.9 The Housing Delivery Test results published 12th December 2024 stated that the Council has achieved 55% of its housing target. This means the delivery of housing in the last three years (2019 to 2022) was substantially below (less than 75%) the housing requirement. Footnote 8 to NPPF paragraph 11 is clear that in such circumstances those policies which are most important for determining the application are to be considered out-of-date meaning that the presumption in favour of sustainable development in paragraph 11 is engaged.
- 8.10 If the development does not accord with the local plan, the development must be considered against NPPF paragraph 11(d). Taking the first limb of paragraph 11(d), there are specific policies in the NPPF which protect areas of assets of particular importance referred to within footnote 7, namely habitat sites and heritage assets. Therefore, a judgement will need to be reached as to whether policies in the Framework provide a clear reason for refusing the development. Where this is found to be the case, the development should be refused.
- 8.11 The second limb of paragraph 11(d), namely whether the adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits when assessed against the policies of the NPPF taken as a whole (the so called 'tilted balance'), will only apply if it is judged that there are no clear reasons for refusing development having applied the test at Limb 1.
- 8.12 This report details the assessment that has been undertaken to assess the proposed development against this Council's adopted local plan policies.

b) Principle of development

- 8.13 The application site lies within the urban area and therefore the principle of development on the site is acceptable subject to all other material

considerations.

c) Impact upon neighbouring properties

- 8.14 Policy D2 of the Fareham Local Plan 2037 states that proposals should not result in an unacceptable adverse impact upon neighbouring properties by way of a loss of light, outlook and/ or privacy.
- 8.15 Fareham's Design Guidance SPD (hereafter referred to as the Design SPD) states that first floor windows should be a minimum of 22 metres away from facing windows when serving a habitable room. First floor windows facing a flank elevation should achieve a minimum of 12.5 metres separation distance.
- 8.16 Rear gardens should be a minimum of 11 metres deep.
- 8.17 The dwellings are all situated on generous plots with plot 1 having a garden depth of approximately 16 metres and plots 2, 3 and 4 all having a garden depth in excess of 20 metres.
- 8.18 The dwellings are all in excess of 22 metres away from any properties that they face towards.
- 8.19 Where the proposed dwellings have first floor side windows facing towards each other these all serve bathrooms.
- 8.20 The access track is an existing access that is proposed to be widened as a part of this planning application.
- 8.21 A previously approved application for three dwellings on the land to the south of the site proposed the same changes to the access track. These changes were approved under P/22/0167/FP in March 2023.
- 8.22 The proposed dwellings would result in an increase of vehicle movements along the track. The Transport Statement Addendum submitted as a part of the application predicts the cumulative number of vehicle movements from the 9 dwellings that could be using the track (2 existing, 3 already approved, 4 proposed) as five two-way vehicle movements in both the morning and evening peak hours.
- 8.23 The four proposed dwellings when assessed alone are forecast to generate 2 two-way vehicle movements in both the morning and evening peak hour.
- 8.24 The adjacent dwelling to the north of the track has a driveway in between the dwelling and the track. The adjacent dwelling to the south of the track is situated close to the proposed boundary of the track (approximately 2 metres

away). This neighbour was visited during the assessment of the application, and it was noted that the property has a sole window serving their living room facing onto the track.

8.25 However, the access track already serves two existing dwellings (one being this neighbouring dwelling) and will also serve the permitted scheme for 3 further dwellings. Therefore, it is considered that 2 (two-way) additional vehicles movements along the track in the peak hours of the day as a result of this proposed scheme would not result in such an impact that would warrant a refusal of this application.

8.26 For these reasons, the proposals are considered to comply with Policy D2 of the Fareham Local Plan 2037.

c) Impact upon the character and appearance of the area

8.27 Policy D1 of the Fareham Local Plan 2037 requires development proposals and spaces to be of high-quality design based on the principles of urban design and sustainability.

8.28 The Fareham Borough Council Design Guidance: Supplementary Planning Document (Excluding Welborne) (hereinafter referred to in this report as the Design SPD) highlights the importance of new dwellings having regard to the scale and character of the surrounding area. The application site is located to the rear of Fleet End Road which is varied in character with a variety of detached, terraces and semi-detached dwellings. There are also examples of similar backland development including the recently permitted scheme of 3 dwellings to the rear of 47 Fleet End Road which neighbours the site.

8.29 To the south east of the site are the properties within Green Lane which are also large, detached dwellings. Therefore, it is considered that the scale and layout of the site would have regard to the character of the surrounding area.

8.30 The site slopes significantly down towards the east. The dwellings have been designed to reflect the slope in the land and also respect the character of the single storey dwellings which border the site to the west.

8.31 The dwellings would be visible between the gaps in the dwellings to the west of the site on Fleet End Road. The dwellings on plots 1 and 2 have been designed with a lower eaves height on the rear elevations to lessen the impact on the street scene when viewed from Fleet End Road and to respect the single storey nature of the bungalows to the west.

8.32 The dwellings are of traditional architecture finished in plain tiles to the roof and red facing brickwork broken up by brick coursing, window arches, plinths,

quoining and stone.

- 8.33 The proposed design of the dwellings is considered to be of high quality and the scheme includes areas of landscaping throughout.
- 8.34 For the reasons given above, the proposals are considered to comply with Policy D1 of the Fareham Local Plan 2037 and the Design SPD.

d) Impact on designated heritage assets

- 8.35 The site is immediately adjacent to the site of the Jolly Farmer, a Grade II listed public house building dating to the early part of the 19th century. Section 16 of the NPPF (Conserving and Enhancing the Historic Environment) is relevant as well as policies HE1 and HE3 of the Fareham local Plan.
- 8.36 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a statutory duty on the local planning authority to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.
- 8.37 Policy HE1 (Historic Environment and Heritage Assets) states that all development should seek to conserve and enhance the historic environment and heritage assets, in line with local and national policy.
- 8.38 Policy HE3 (Listed Buildings and Structures and/ or their Settings) states that where development would affect a listed building/ structure and/ or its setting, proposals should preserve or enhance any features of special architectural or historic interest they possess.
- 8.39 The Council's Conservation officer has been consulted and states that whilst the development site is immediately adjacent to the boundary of the listed building, the proposals are located to the rear of the building, reducing the visual impact. Consequently, the proposals will not harm the setting of the adjacent listed building.
- 8.40 The proposals are therefore, considered to comply with Section 66 of the Planning (Listed Buildings and Conservations Area) Act 1990, Section 16 of the NPPF and Policies HE1 and HE3 of the Fareham Local Plan 2037.

e) Highways

- 8.41 Policy TIN2 states that new development will be permitted where there is no unacceptable impact on highway safety, and the residual cumulative impact on the road networks is not severe.

8.42 The forecast trip generation from the development has been discussed above.

8.43 Hampshire County Council were consulted during the course of the application as the Highway Authority. The Highway Authority have raised no objections to the proposal and have stated:

'The trip rates and forecast trip generation presented in the Transport Statement Addendum are considered representative. The increase in the use of the access driveway is unlikely to result in an unacceptable conflict between users of the private access or road users on Fleet End Road. While on-street parking may limit visibility from this access, as well as others on Fleet End Road, parking within visibility splays is common in built-up areas and generally does not create significant safety concerns. The Highway Authority is satisfied that the additional use of the access resulting from the development would not materially affect highway safety.'

The LHA notes the planning history of this site and the neighbouring site at No. 47, as well as the Planning Inspectors' decisions. However, the LHA is mindful that each planning application must be assessed on its own merits, in accordance with the National Planning Policy Framework (NPPF). Paragraph 115 of the NPPF specifically advises that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

8.44 It is therefore considered that the proposals would not result in an unacceptable impact on highway safety and comply with Policy TIN2.

f) Ecology

8.45 This site is directly adjacent to an area of priority habitat, namely deciduous woodland.

8.46 Natural England has advised that a Construction Environmental Management Plan (CEMP) is submitted that identifies the steps and procedures that will be implemented to avoid or mitigate constructional impacts on species and habitats. The CEMP should include the following impacts:

- Storage of construction materials/chemicals and equipment;
- Dust suppression
- Chemical and/or fuel run-off from construction into nearby watercourse(s)

- Waste disposal
- Noise/visual/vibrational/lighting impacts

- 8.47 The CEMP will be secured via a pre-commencement condition.
- 8.48 The Ecology surveys found a large number of slow worms and some common lizards on the site. An onsite receptor area is proposed. The receptor area is unlikely to be large enough to carry the number of reptiles on the site and so a nearby receptor site has been identified which is under the same land ownership as the application site. Both the onsite receptor site and the offsite receptor site are being proposed to mitigate the impact upon reptiles.
- 8.49 Submission of a Reptile Mitigation Strategy would be secured via a pre-commencement condition as well as a pre-commencement condition requiring the submission of details and treatment of the proposed wildlife corridor.
- 8.50 The Ecologist has also requested a pre-commencement condition requiring the carrying out of a Badger Survey.
- 8.51 A condition would also be added to secure ecological enhancement in the form of one integrated swift feature and one integrated bat feature to each new dwelling.

g) Biodiversity Net Gain

- 8.52 If granted the proposed development of the site would be subject to the mandatory requirement to deliver 10% Biodiversity Net Gain (BNG) which came into effect on 12 February 2024.
- 8.53 A Biodiversity Net Gain Assessment was submitted with the application along with the biodiversity net gain (BNG) metric calculation. Some of the required 10% BNG is to be provided on the site. The results show that there would be a shortfall of 0.41 medium distinctiveness Tier A1 units (e.g. scrub). The applicant has confirmed that they will purchase units from an off site scheme for the additional units required.
- 8.54 Any planning permission granted would be subject to the statutory biodiversity gain plan condition which requires submission of a biodiversity gain plan prior to the commencement of development, including a habitat management and monitoring plan to demonstrate how this gain would be maintained over a 30 year period where required.

g) Impact on Habitat Sites

- 8.55 Policy NE1 of the Fareham Local Plan 2037 sets out a requirement to ensure that designated international and national sites and sites of local nature

conservation value are protected and enhanced. Policy NE3 concerns the effect of increased recreational disturbance on the Solent SPA's and Policy NE4 concerns the effect of nutrients from increased wastewater on water quality within Habitat Sites.

- 8.56 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.
- 8.57 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).
- 8.58 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 (AA). 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.
- 8.59 To fulfil the requirements under the Habitat Regulations, Officers have carried out an AA in relation to the likely significant effects of the proposed development on the HS. The key considerations within the assessment of the likely significant effects are set out below.

Water Quality (nitrates)

- 8.60 The first likely significant effect on HS relates to deterioration in the water environment through increased nitrogen in wastewater. 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.
- 8.61 Achieving nutrient neutrality is one way to address the existing uncertainty surrounding the impact of new development on designated sites. Natural

England have provided a methodology for calculating nutrient budgets and options for mitigation should this be necessary. The nutrient neutrality calculation includes key inputs and assumptions that are based on the best-available scientific evidence and research, however for each input there is a degree of uncertainty. Natural England advise local planning authorities to take a precautionary approach when addressing uncertainty and calculating nutrient budgets. Due to the uncertainty of the effect of the nitrogen from the development on the HS, adopting a precautionary approach, and having regard to NE's advice, the Council will need to be certain that the output will be effectively mitigated to ensure at least nitrogen neutrality before it can grant planning permission.

- 8.62 A nitrogen budget has been calculated in accordance with the latest Natural England advice and updated calculator (May 2024) which confirms that the development will generate 3.18kg TN/year. In the absence of sufficient evidence to support a bespoke occupancy rate, Officers have accepted the use of the national average occupancy rate of 2.4 persons per dwelling in line with the NE Advice. The existing use of the land for the purposes of the nitrogen budget is considered to be residential urban land.
- 8.63 Due to the uncertainty of the effect of the nitrogen from the development on the HS, adopting a precautionary approach, and having regard to NE advice, the Council will need to be certain that the output will be effectively mitigated to ensure at least nitrogen neutral before it can grant planning permission.
- 8.64 Should planning permission be granted, a planning condition would be imposed requiring the applicant to present evidence of the purchase of the required minimum amount of nitrates mitigation prior to the commencement of development from one of the Council approved third party nitrate mitigation schemes. The approved nitrate mitigation schemes involve either taking agricultural land out of production or result in the creation of a wetland on the mitigation land. The schemes reduce the amount of nitrogen entering The Solent marine environment within the same catchment area as development within Fareham.
- 8.65 The purchase of nitrate credits would have the effect of allocating a proportion of this reduction in nitrates to this development, meaning the scheme can demonstrate nutrient neutrality.
- 8.66 A planning condition would also secure details of the water efficiency measures to be installed within the dwelling(s) to ensure that water consumption would not exceed 110L per person/per day to reflect the assumptions of the nitrate budget.

Air Quality

- 8.67 The second aspect is impact on air quality, where the designated sites can be adversely affected through airborne pollution from development sites generated either during construction or operation / occupation. The Council's Air Quality Habitat Regulations Assessment (HRA) for Short-Term Development in Fareham Borough by Ricardo Energy and Environment (2020) has undertaken an assessment which avoids the need for relying on the assumption of a 200-metre zone of influence by including dispersion modelling of emissions from all roads with modelled traffic flows within the Fareham study area, whether or not they are located within 200m of a designated site. The Study concluded no likely significant effect alone or in combination with other plans and projects for all qualifying features of the protected HS.

Recreational Disturbance

- 8.68 The last of the likely significant effects on HS concerns disturbance on The Solent coastline through increased recreational use by visitors to the sites. 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.
- 8.69 Policy NE3 of the Fareham Local Plan 2037 explains that planning permission for proposals resulting in a net increase in residential units may be permitted where the 'in combination' effects of recreation on the Special Protection Areas are satisfactorily mitigated through the provision of a financial contribution to the Solent Recreation Mitigation Strategy (SRMS).
- 8.70 The applicant has made the appropriate financial contribution towards the Solent Recreational Mitigation Partnership Strategy (SRMP).
- 8.71 In addition, research undertaken by Footprint Ecology has identified that planned increases in housing around the New Forest designated sites will result in an increase in use of the sites and exacerbate recreational impacts. It was found that the majority of visitors to the New Forest designated sites on short visits/day trips from home originated from within a 13.8km radius of the sites referred to as the 'Zone of Influence' (ZOI). The Councils Interim Mitigation Solution to address this likely significant effect was approved by the Council's Executive Committee on 7th December 2021 and was prepared in consultation with Natural England. The mitigation comprises a financial contribution from the developer to mitigate against this impact through improvements to open spaces within Fareham Borough and a small contribution to the New Forest National Park Authority.

- 8.72 The applicant has made the appropriate financial contribution.
- 8.73 The Council has carried out an Appropriate Assessment and concluded that the proposed mitigation and planning conditions will ensure no adverse effect on the integrity of the Habitat Sites either alone or in combination with other plans or projects. Natural England has been consulted on the Council's Appropriate Assessment and the response concurs with the Council's findings. It is considered that the proposal will accord with the Habitat Regulations and Policies NE1, NE3 and NE4 of the Fareham Local Plan 2037.

Summary

- 8.74 The proposal is considered to comply with local and national policy and would not have an adverse effect on the integrity of the Habitat Sites.

9.0 Recommendation

- 9.1 GRANT PLANNING PERMISSION, subject to the following Conditions:

1. The development hereby permitted shall be begun before the expiration of a period of three years from the date of this decision notice.
REASON: To allow a reasonable time period for work to start, to comply with Section 91 of the Town and Country Planning Act 1990, and to enable the Council to review the position if a fresh application is made after that time.
2. The development shall be carried out in accordance with the following approved documents:
 - a) Drawing No: L01 Rev A – Location Plan
 - b) Drawing No: B01a –Block Plan
 - c) Drawing No: 20b – Proposed Site Layout
 - d) Drawing No: 21a – Proposed Ground Floor Plan Plot 1
 - e) Drawing No: 22a – Proposed First Floor Plan Plot 1
 - f) Drawing No: 23a – Proposed Roof Plan Plot 1
 - g) Drawing No: 24a – Proposed Elevations Plot 1
 - h) Drawing No: 25a – Proposed Elevations Plot 1
 - i) Drawing No: 26a – Proposed Floor Plans Plot 2
 - j) Drawing No: 27a – Proposed Roof Plan Plot 2
 - k) Drawing No: 28a – Proposed Elevations Plot 2
 - l) Drawing No: 29a – Proposed Elevations Plot 2
 - m) Drawing No: 30 – Garage Plots 2 & 4
 - n) Drawing No: 31a – Proposed Street Scene Elevation & Section
 - o) Drawing No: 32 – Proposed Ground Floor Plan Plot 3
 - p) Drawing No: 33 – Proposed First Floor Plan Plot 3
 - q) Drawing No: 34 – Proposed Roof Plan Plot 3
 - r) Drawing No: 35 – Proposed Elevations Plot 3
 - s) Drawing No: 36– Proposed Elevations Plot 3

- t) Drawing No: 37 – Proposed Floor Plans Plot 4
- u) Drawing No: 38 – Proposed Roof Plan Plot 4
- v) Drawing No: 39 – Proposed Elevations Plot 4
- w) Drawing No: 40 – Proposed Elevations Plot 4
- x) Drawing No: ITS19622-GA-001 Rev A – Vehicle Tracking
- y) Report ref: 221483-AIA2 - Arboricultural Implications Assessment and Method Statement by Eco Urban Arboricultural dated 29 January 2024
REASON: To avoid any doubt over what has been permitted.

3. 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 external facing (and hardsurfacing) materials 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.

4. No development hereby permitted shall proceed beyond damp proof course level until details of the finished treatment and drainage of all areas to be hard surfaced have been submitted to and approved by the Local Planning Authority in writing. The development shall thereafter be carried out in accordance with the approved details and the hard surfaced areas subsequently retained as constructed.

REASON: To secure the satisfactory appearance of the development

5. None of the development hereby approved shall be occupied until a plan of the position, design, materials and type of boundary treatment to be erected to all boundaries has been submitted to and approved in writing by the Local Planning Authority and the approved boundary treatment has been fully implemented. It shall thereafter be retained at all times unless otherwise agreed in writing with the Local Planning Authority.

If boundary hedge planting is proposed details shall be provided of planting sizes, planting distances, density, and numbers and provisions for future maintenance. Any plants which, within a period of five years from first planting, are removed, die or, in the opinion of the Local Planning Authority, become seriously damaged or defective, shall be replaced, within the next available planting season, with others of the same species, size and number as originally approved.

REASON: To protect the privacy of the occupiers of the neighbouring property, to prevent overlooking, and to ensure that the development harmonises well with its surroundings.

6. None of the development hereby approved shall be occupied until details of the proposed bin storage areas including bin collection points have been submitted to and approved by the Local Planning Authority and the approved areas fully implemented. The details shall include the siting, design and the materials to be used in construction. The areas shall be subsequently retained for bin storage or collection at all times.
REASON: To ensure that the character and appearance of the development and the locality are not harmed.
7. No development shall commence until details of the internal finished floor levels of all of the proposed buildings in relation to the existing and finished ground levels on the site and the adjacent land 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 safeguard the character and appearance of the area and to assess the impact on nearby residential properties. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid the potential impacts described above.
8. No development of the dwellings hereby approved shall commence until the amendments of the access from Fleet End Road shown on the approved plans has been fully completed. The access shall be subsequently retained.
REASON: In the interests of highway safety.
9. No dwelling, hereby approved, shall be first occupied until the approved parking and turning areas for that property have been constructed in accordance with the approved details and made available for use. These areas shall thereafter be kept available for the parking and turning of vehicles at all times.
REASON: In the interests of highway safety.
10. No development shall proceed beyond damp proof course level until details of secure cycle storage have been submitted to and approved by the Local Planning Authority in writing. The secure cycle stores shall be provided before any dwelling is first occupied and shall thereafter be retained and kept available for use at all times.
REASON: To encourage cycling as an alternative mode of transport.
11. No development shall take place beyond damp proof course (dpc) level until details of how and where one Electric Vehicle (EV) charging point per dwelling will be provided has been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details with the charging points provided prior to first occupation

of the dwelling to which it serves.

REASON: To promote sustainable modes of transport, to reduce impacts on air quality arising from the use of motorcars and in the interests of addressing climate change.

12. No development shall proceed beyond damp proof course level until a landscaping scheme identifying all existing trees, shrubs and hedges to be retained, together with the species, planting sizes, planting distances, density, numbers, surfacing materials and provisions for future maintenance of all new planting, including all areas to be grass seeded and turfed and hardsurfaced, has been submitted to and approved by the Local Planning Authority in writing.

REASON: In order to secure the satisfactory appearance of the development; in the interests of the visual amenities of the locality

13. The landscaping scheme, submitted under Condition 12, shall be implemented and completed within the first planting season following the commencement of the development or as otherwise agreed in writing with the Local Planning Authority and shall be maintained in accordance with the agreed schedule. Any trees or plants which, within a period of five years from first planting, are removed, die or, in the opinion of the Local Planning Authority, become seriously damaged or defective, shall be replaced, within the next available planting season, with others of the same species, size and number as originally approved.

REASON: To ensure the provision, establishment and maintenance of a standard of landscaping.

14. No development shall commence until the measures of tree and hedgerow protection submitted and approved as part of the planning permission have been implemented and these shall be retained throughout the development period until such time as all equipment, machinery and surplus materials have been removed from the site.

REASON: To ensure that the trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability during the construction period. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid the potential impacts described above.

15. No development shall commence (including demolition, site clearance and ground preparations) until an updated badger survey (to be carried out no earlier than 3 months prior to the commencement of development) and a method statement detailing the mitigation measures to be implemented for the duration of any construction works proposed within a 30m radius of any

identified badger sett has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the safeguarding of protected species.

16. No development shall commence until a Reptile Mitigation Strategy has been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved Mitigation Strategy and any measures contained within the submitted Strategy shall be permanently retained in accordance with the approved details.

REASON: To ensure the protection of protected species.

17. No development shall commence until details and treatment of the proposed wildlife corridor have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure the provision of suitable habitat for protected species to be retained on site.

18. The dwellings hereby approved shall not be first occupied until details of ecological enhancements at the site have been submitted to and approved in writing by the Local Planning Authority. The enhancements should include at least one integrated swift feature and one integrated bat feature in each dwelling. The approved ecological enhancements must be fully implemented prior to occupation of the dwelling and these enhancement measures shall be subsequently retained.

REASON: To ensure that habitat is enhanced as a result of the proposed development.

19. None of the residential units hereby permitted shall be occupied until details of water efficiency measures to be installed in each dwelling have been submitted to and approved in writing by the Local Planning Authority. These water efficiency measures should be designed to ensure potable water consumption does not exceed a maximum of 110 litres per person per day. The development shall be carried out in accordance with the approved details.

REASON: In the interests of preserving water quality and resources

20. No development shall commence on site until a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved CEMP which shall include (but shall not necessarily be limited to):

- a) Details of how provision is to be made on site for the parking and turning of operatives/contractors'/sub-contractors' vehicles and/or construction vehicles;
- b) The measures the developer will implement to ensure that operatives'/contractors/sub-contractors' vehicles and/or construction vehicles are parked within the planning application site;
- c) The arrangements for deliveries associated with all construction works, loading/ unloading of plant & materials and restoration of any damage to the highway;
- d) The measures for cleaning the wheels and underside of all vehicles leaving the site;
- e) A scheme for the suppression of any dust arising during construction or clearance works;
- f) The measures for cleaning Fleet End Road to ensure that it is kept clear of any mud or other debris falling from construction vehicles, and
- g) Location of temporary site buildings, compounds, construction material, and plant storage areas used during construction;
- h) Measures to control vibration in accordance with BS5228:2009 which prevent vibration above 0.3mms-1;
- i) Provision for storage, collection, and disposal of rubbish from the development during construction period;
- j) The erection and maintenance of security hoarding;
- k) Temporary lighting;
- l) No burning on-site;
- m) Safeguards for fuel and chemical storage and use, to ensure no pollution of the surface water leaving the site.

REASON: In the interests of highway safety; To ensure that the occupiers of nearby residential properties are not subjected to unacceptable noise and disturbance during the construction period; In the interests of protecting protected species and their habitat; In the interests of protecting nearby sites of

ecological importance from potentially adverse impacts of development. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid the potential impacts described above.

21. No development shall take place until evidence has been submitted to the Council and approved in writing that nitrate mitigation of at least 3.18kg TN/yr has been secured in respect of the development. Where the nitrate mitigation is secured by the purchase of nitrate mitigation 'credits', this must be purchased from a Council-approved nitrate mitigation scheme with a pre-existing agreement already in place.

REASON: To demonstrate that suitable mitigation has been secured in relation to the effect that nitrates from the development has on Habitat Sites.

22. No work on site relating to the construction of any of the development hereby permitted (Including works of demolition or preparation prior to operations) shall take place before the hours of 0800 or after 1800 Monday to Friday, before the hours of 0800 or after 1300 Saturdays or at all on Sundays or recognised bank and public holidays, unless otherwise first agreed in writing with the Local Planning Authority.

REASON: To protect the occupiers of nearby residential properties against noise and disturbance during the construction period.

10.0 Background Papers

- 10.1 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.

45 Fleet End Road Warsash

