

OFFICER REPORT FOR COMMITTEE

DATE: 18/11/2020

**P/19/0183/FP
IMPERIAL HOMES SOUTHERN LTD**

**TITCHFIELD COMMON WARD
AGENT: SENNITT PLANNING**

RESIDENTIAL DEVELOPMENT OF 16 HOUSES, TOGETHER WITH ACCESS ROAD, LANDSCAPING AND PARKING

LAND REAR OF 403 HUNTS POND ROAD, LOCKS HEATH

Report By

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1.0 *Introduction*

- 1.1 The application has received fifteen third party representations of objection.
- 1.2 Members will note from the 'Five Year Housing Land Supply Position' report considered at the June 2020 Planning Committee that this Council currently has a housing land supply of 4.03 years. The site is a Housing Allocation (Housing Site H9) within the Adopted Local Plan, and therefore the principle of the residential development of the site has already been established.
- 1.3 To meet the Council's duty as the Competent Authority under the Conservation of Habitats and Species Regulations 2017 ("the Habitat Regulations"), an Appropriate Assessment is required to consider the effect of the development on the protected sites around the Solent. An Appropriate Assessment has been undertaken as part of the consideration of this application, and concluded that the development proposal will not have an adverse effect on the integrity of the protected sites around the Solent. Further details of this have been set out in the following report.

2.0 *Site Description*

- 2.1 The application site is located on the eastern side of Hunts Pond Road, towards its southern end, close to the roundabout with Warsash Road. The site would be accessed via Noble Road, the modern housing development to the north of the site. The site is bounded by residential development to the north, south and west, and forms the final element of an existing, adopted housing allocation from the Adopted Part 2 Local Plan.
- 2.2 The site is currently used as paddocks for the grazing of horses and includes a manège. To the east of the site lies The Wilderness Site of Importance for Nature Conservation (SINC), which runs north – south along the western side of Warsash Road. The SINC also comprises significant electric pylons.

2.3 The site is located within the Western Wards. The Western Wards comprise a wide range of services and facilities, including schools, employment, retail and leisure facilities. The Western Wards are well connected to public transport with bus services along Warsash Road and Hunts Pond Road, connecting the site to the rest of the Western Wards and to Fareham.

3.0 Description of Proposal

3.1 The development proposes the construction of 16 dwellings, comprising a mix of two, three and four bedroom houses, all of which would be provided as affordable houses. Since the original planning application was submitted, the scheme has been re-designed to address considerable Officer and third-party concerns with the original layout.

3.2 The re-designed layout included the re-siting of the estate road, in order to address concerns of overlooking and the impact of an access road running immediately adjacent to neighbours' gardens. The revised layout includes a centrally located road, ensuring vehicle movements are kept away from neighbouring occupiers. An area to the eastern end of the site, within the exclusion area of the electricity pylons, would be converted to a natural habitat to support the adjacent SINC, whilst also containing a balancing pond to address surface water disposal.

3.3 Each of the properties comprises car parking spaces to accord with the adopted parking standards, together with a provision of visitors' spaces. The application has been supported with detailed ecological reports, a transport assessment, statement of community involvement, flood risk assessment and drainage strategy and an air quality ecological impact assessment, together with a detailed planning statement.

4.0 Policies

4.1 The following policies apply to this application:

Adopted Fareham Borough Core Strategy

CS2:	Housing Provision;
CS4:	Green Infrastructure, Biodiversity and Geological Conservation;
CS5:	Transport Strategy and Infrastructure;
CS6:	The Development Strategy;
CS9:	Development in the Western Wards and Whiteley;
CS15:	Sustainable Development and Climate Change;
CS17:	High Quality Design;
CS18:	Provision of Affordable Housing;
CS20:	Infrastructure and Development Contributions;
CS21:	Protection and Provision of Open Space.

Adopted Development Sites and Policies

- DSP1: Sustainable Development;
DSP2: Environmental Impact;
DSP3: Impact on Living Conditions;
DSP5: Protecting and Enhancing the Historic Environment;
DSP13: Nature Conservation;
DSP15: Recreational Disturbance on the Solent Special Protection Areas;
Housing Site H9: Land to the rear of 399-417 Hunts Pond Road

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 No recent relevant planning history regarding the site. It is important to highlight however that the site represents the final element of the allocated housing site (Housing Site H9) of the adopted Part 2 Local Plan. The housing allocation identified the site as having a potential capacity of approximately 20 dwellings. Two earlier applications on land to the south of the site have already been built out and comprise 16 dwellings between them (6 dwellings on the southern part of the allocation, and 10 dwellings on the central part of the allocation). The two earlier developments have separate access points directly onto Hunts Pond Road.

6.0 *Representations*

- 6.1 Fifteen third party representations of objection have been received to the planning application. Of the 15 received, 12 related to the original planning application submission, and 3 further letters of objection were received to the revised layout. The objections received raise the following concerns:

- Disruption during the construction period;
- Loss of a greenfield site;
- Car parking issues would be exacerbated by the proposals;
- Loss of privacy;
- Removal of hedges within the boundaries to the site;
- Light pollution to existing residential properties;
- Poor layout and design;
- Highway safety concerns;
- Three storey houses would result in excessive overlooking;
- Flood risk and drainage issues;

- Loss of habitat/ecology/biodiversity;
- Overshadowing;
- Noise pollution;
- Pressure on local services and infrastructure;
- No green spaces being provided; and,
- Loss of protected trees in the site.

7.0 Consultations

EXTERNAL

Hampshire County Council – Highway Authority

7.1 No objection, subject to appropriate conditions.

Hampshire Country Council – Lead Local Flood Authority

7.2 No objection, subject to conditions.

Hampshire County Archaeologist

7.3 No objection.

Southern Water

7.4 Proposed foul sewerage drainage is not acceptable as not designed to adoptable standards. If the applicant or developer proposes to offer a new on-site foul sewerage pumping station for adoption as part of the public foul sewerage system, this would have to be designed and constructed to adoptable standards and specification of Southern Water Ltd. Subject to this being provided, no objection. Condition requiring the information to be provided, in consultation with Southern Water would need to be included.

Natural England

7.5 Further information required to assess the impact of the development on the protected sites around the Solent. No objection to recreational disturbance of the Solent, subject to mitigation. Biodiversity enhancement – no objection subject to mitigation. Appropriate buffers to the adjacent Kites Croft LNR and The Wilderness SINC would need to be secured.

Hampshire Fire and Rescue Services

7.6 No objection. Building must be undertaken in full compliance with the latest building regulations.

INTERNAL

Ecology

7.7 No objection, subject to appropriate conditions.

Refuse and Recycling

7.8 No objection, subject to appropriate sweep path plan for refuse vehicles being provided.

Open Spaces Manager

7.9 No objection. FBC would not want to take on responsibility for any open spaces on the site however.

Environmental Health (Contaminated Land)

7.10 No objection. Recommend informative.

Environmental Health (Noise and Pollution)

7.11 No objection.

Tree Officer

7.12 No objection. Detailed landscaping and tree planting scheme required.

Affordable Housing Officer

7.13 No objection to suitably worded condition to ensure the supply of the policy compliant level of affordable housing.

Transport Planner

7.14 No objection, subject to conditions.

8.0 *Planning Considerations*

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

- a) Principle of Development;
- b) Design and Layout;
- c) Impact on Living Conditions of Neighbours;
- d) Ecology and the Environment;
- e) Highways and Car Parking;
- f) Affordable Housing.

a) Principle of Development

- 8.2 The application site forms part of the adopted Housing Allocation within the Adopted Part 2 Local Plan (Development Sites and Policies) 2015. Therefore, the principle of residential development on the site has been considered and established through the last Local Plan review and was subsequently allocated as Housing Site H9. The site, which formed part of a wider development area to the south has already been largely built out, with two earlier applications having already been constructed, providing 16 new dwellings within the H9 Allocation. The remaining area of land is the largest parcel remaining of the allocation and is proposed to be developed with 16 new dwellings.
- 8.3 As the site is allocated within the Adopted Local Plan, the land is considered to be located within the designated Urban Area of the Western Wards. The development of the site is therefore considered to accord with Policies CS2, CS6 and CS9 of the Core Strategy.

b) Design and Layout

- 8.4 Since the original planning application was submitted, the layout of the scheme has been completely redesigned in order to address a number of concerns raised by Officers. The current scheme presented to the Planning Committee represents a scheme that follows detailed discussions with Officers and has sought to address a number of concerns raised by neighbours to the original layout.
- 8.5 The original layout included the provision of an estate road skirting around the perimeter of the site, which resulted in an access road running the length of the neighbours' garden to the south, and included three storey houses centrally within the site which would have led to significant loss of privacy to occupiers to both the north and south. These elements have been removed from the current design and layout.
- 8.6 The layout now ensures that private gardens are located adjacent to private gardens, reducing the impact of street lighting and vehicle movements impinging on the enjoyment of private rear garden spaces. The three storey houses have also been removed, with the site limited to two storey and two and a half storey dwellings. This results in a softer transition from the higher density developments along Bedford Drive (to the north) to the lower density dwellings along Willow Brook Close (to the south).
- 8.7 Each of the proposed dwellings comprises private rear gardens of 11 metres or longer, in compliance with the adopted Design Guidance, and the site has been designed to accommodate private front gardens and areas of definable landscaped areas to soften the appearance of the development in the street

scene. Backland parking courtyards have been avoided as they have been poorly utilised locally, with almost all the properties having direct access to the car parking outside their properties. Where parking courtyards have been provided, they have been designed to incorporate sufficient areas of soft landscaping to ensure the level of hardstanding and blocks of car parking is minimised and softened.

- 8.8 The design and appearance of the dwellings, all of which are semi-detached, incorporate a variety of design finishes ensuring a high level of overlooking and connectivity to the public domain and interest in the street scene.
- 8.9 Overall, it is considered that the design and layout of the proposals represent an acceptable design solution to the final element of this Housing Allocation, whilst also making efficient use of the site, a good level of soft landscaping and private amenity space for the individual properties, many of which exceed the minimum standard required by the adopted Design Guidance. The development is considered to represent good quality design, in accordance with the principles of Policy CS17.

c) Impact on Living Conditions of Neighbours

- 8.10 The Council's Adopted Design Guidance sets out a requirement of a minimum of 11 metres for private rear gardens and a minimum of 22 metres from first floor windows to first floor windows to ensure adequate levels of separation and to protect the living conditions of existing and future occupiers. The proposals incorporate these elements into the scheme.
- 8.11 The development is located to the south of properties along Bedford Drive, with Plots 1, 7, 14 and 15 lying adjacent to the northern boundary. Plot 1 would be located over 4 metres from the boundary with 4 Noble Road (to the northwest), the siting of plot 1 would not result in an unacceptable adverse loss of sunlight to the adjoining garden.
- 8.12 Plot 7 would be located a 1 metre from the party boundary with 3 Noble Road; the dwelling at 3 Noble Road is however located 6 metres away from its shared boundary to the site, and therefore it is considered that the level of overshadowing would diminish into the latter part of the day, ensuring no unacceptable adverse impact on the use of their garden area.
- 8.13 The side elevation of Plot 14 would be located almost 15 metres from the rear of the property at 16 Bedford Drive, with the proposed dwelling itself set around 4 metres from the shared boundary. It is therefore considered that any level of overshadowing would not be unacceptable, and would not impact

the immediate rear elevation of 16 Bedford Drive, which is orientated to the south.

- 8.14 Finally, Plot 15 would be located around 4 metres from the shared boundary with 24 Bedford Drive. Number 24 Bedford Drive is a flat and the area immediately to the north of the planning application site is a parking courtyard. It is considered that the development would not have an unacceptable impact on the living conditions of occupiers of the neighbouring properties to the north.
- 8.15 Representations of objection have also been received from the occupiers of properties on Lynn Crescent, to the northwest of the site, the closest of which, 10 Lynn Crescent, would be located approximately 18 metres away. They have raised concerns regarding overlooking and loss of sunlight into their gardens from Plots 1-6 of the development. The properties on Lynn Crescent are oriented to the south, and none of the proposed dwellings would be directly behind these properties. There would not therefore be any unacceptable adverse loss of light to these dwellings. Further, whilst there would be some oblique overlooking due to the proposed development, no window on the proposed development would have a direct line of sight into these gardens, and the proposals therefore accord with the requirements of the Design Guidance. The nearest direct line of sight window would be to the rear elevation of properties fronting Hunts Pond Road, the closest of which would be in excess of 55 metres away to the southwest of the site, far in excess of the minimum 22 metres sought in the Design Guidance.
- 8.16 In terms of the impact on the living conditions of occupiers to the south, there would be no loss of light due to the orientation of the development. Additionally, there would be no windows serving habitable rooms with a direct line of sight into the private gardens (unlike the original scheme) of the neighbouring properties on Willow Brook Close. It is therefore considered that the proposals would not have an unacceptable adverse impact on the living conditions of neighbouring occupiers, and the scheme represents a significant improvement to the original submission.
- 8.17 Therefore, the proposed development is not considered to have an unacceptable adverse impact on the living conditions of neighbouring occupiers and accords with policies DSP2 and DSP3 of the Adopted Local Plan.

d) Ecology and the Environment

- 8.18 The application has been subject to detailed consultations with the Council's Ecologist and has been supported by Ecological Appraisals that address the

initial concerns raised by the Council's Ecologist regarding the effect of the development on protected species on and around the site.

- 8.19 A number of third party comments received have raised concern that the development of this site will result in the loss of a valuable area of undeveloped land at the southern end of Hunts Pond Road, which has seen considerable levels of development over the past 20 years. Additionally, many residents are concerned that the development of the site will significantly change their living environment from an edge of settlement location to a dense, contained suburban environment. The site has long been established as an allocated housing site in the Adopted Local Plan, and where the Council has a significant shortage of housing, it is important to ensure that all new housing sites make the most efficient use of land, particularly where they are well contained by established residential development, subject to them creating attractive, well landscaped environments.
- 8.20 It is considered that the proposals not only have the support of the Council's Ecologist, but would also provide a lower density development than the neighbouring development along Bedford Drive, and represent a suitable transition towards the lower density developments to the south.
- 8.21 The development is likely to have a significant effect on the following designated sites in respect of recreational disturbance, air quality and water quality: Solent and Southampton Waters Special Protection Area and Ramsar Site, Portsmouth Harbour Special Protection Area and Ramsar Site, Solent and Dorset Coast Special Protection Area, Chichester and Langstone Harbours Special Protection Area and Ramsar Site, Solent and Isle of Wight Lagoons Special Area of Conservation and the Solent Maritime Special Area of Conservation – collectively known as the European Protected Sites (EPS). Policy CS4 sets out the strategic approach to biodiversity in respect of sensitive European sites and mitigation impacts on air quality. Policy DSP13 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.
- 8.22 The Solent is internationally important for its wildlife. Each winter, it hosts over 90,000 waders and wildfowl including 10 percent 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.
- 8.23 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).

- 8.24 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 European 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 European 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.
- 8.25 The Council has completed an Appropriate Assessment to assess the likely significant effects of the development on the EPS. The key considerations for the assessment of the likely significant effects are set out below.
- 8.26 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 applicants have made the appropriate financial contribution towards the Solent Recreational Mitigation Partnership Strategy (SRMP) and therefore, the Appropriate Assessment concludes that the proposals would not have an adverse effect on the integrity of the EPS as a result of recreational disturbance in combination with other plans or projects.
- 8.27 Secondly, in respect of Air Quality, Natural England has advised that the effects of emissions from increased traffic along roads within 200 metres of EPS has the potential to cause a likely significant effect. The applicant has submitted an Air Quality Ecological Impact Assessment to support the application to address this matter.
- 8.28 The AQEIA concludes that the proposed development would not have a significant effect, in combination with other plans or projects, on the integrity of the EPS. The Council is therefore content that the development would be acceptable in this respect.
- 8.29 Finally, in respect of the impact of the development on water quality as a result of surface water and foul water drainage, 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 EPS.

- 8.30 A nitrogen budget has been calculated in accordance with Natural England's *'Advice on Achieving Nutrient Neutrality for New Development in the Solent Region'* (June 2020) which confirms that the development will generate 11.3556 kg/TN/year. Due to the uncertainty of the effect of the nitrogen from the development on the EPS, 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 neutrality before it can grant planning permission.
- 8.31 The applicant has entered into a contract (conditional on the grant of planning permission) to purchase 11.5kg of nitrate mitigation 'credits' from the Hampshire and Isle of Wight Wildlife Trust (HIWWT). Through the operation of a legal agreement between the HIWWT, Isle of Wight Council and Fareham Borough Council dated 30 September 2020, the purchase of the credits will result in a corresponding parcel of agricultural land at Little Duxmore Farm on the Isle of Wight being removed from intensive agricultural use, and therefore providing a corresponding reduction in nitrogen entering the Solent marine environment. A condition will be imposed to ensure that the development does not commence on site until confirmation of the purchase of the credits from the HIWWT has been received by the Council.
- 8.32 The Council has carried out an appropriate assessment and concluded that the proposed mitigation and condition will be adequate for the proposed development and ensure no adverse effect on the integrity of the EPS either alone or in combination with other plans or projects. The difference between the credits and the output will result in a small annual net reduction of nitrogen entering the Solent.
- 8.33 Natural England has been consulted on the Council's Appropriate Assessment and agrees with its findings.
- 8.34 It is therefore considered that the development accords with the Habitat Regulations and complies with Policies CS4 and DSP13 and DSP15 of the adopted Local Plan.

e) Highways and Car Parking

- 8.35 The application has been subject to consultation with the Highway Authority (Hampshire County Council), and the Council's Transport Planner. No objection has been raised, subject to appropriate conditions on the operation or safety of the local highway network.

- 8.36 It is acknowledged that many third party comments raised concerns regarding the lack of car parking provision within the development, the lack of car parking in the existing estate and the subsequent knock-on effects the provision of 16 additional houses would bring. The current proposal meets adopted car parking standards, including the provision of visitors' spaces. It is acknowledged that the neighbouring residential streets do get congested at peak times in the evenings and weekends. However, many of those properties include garage spaces to achieve parking standards and Members are aware that those facilities are rarely used for parking, which has the effect of displacing cars to the public highway.
- 8.37 The current proposal does not incorporate garages, with only two properties including car ports, for which a proposed condition would restrict alterations to ensure it maintains an open frontage, ensuring its continued use for car parking. Further, many of the parking spaces in the neighbouring development include parking courtyards, which result in an inconvenient use for residents who are required to then walk to their properties, and in many cases results in spaces out of view of their houses. This results in them being poorly used. The current proposal ensures car parking spaces adjacent to their property, ensuring security for future occupiers. It is considered that these factors, together with a parking standard in accordance with adopted requirements and the provision of visitors' parking spaces, mean that it is likely that the proposals would not result in the need to make use of on-street car parking and would not therefore result in an unacceptable impact on the adjoining residential streets.

f) Affordable Housing

- 8.38 The application proposal has been submitted by Imperial Homes Ltd, although, following early discussions with the applicant, it was identified that the development would ultimately be provided to Vivid Homes Ltd as a wholly affordable housing scheme. The proposals are intended to be funded through grants by Homes England, for which no Section 106 Legal Agreement can be applied. Therefore, in order to ensure that, in the event that the scheme fails to be transferred to Vivid Homes Ltd, the minimum provision of 40% of the units would be provided as affordable housing, an appropriately worded condition has been provided in order to ensure compliance with Policy CS18 of the Local Plan.
- 8.39 This approach has been considered by the Council's Affordable Housing Strategic Lead who considers that the appropriately worded condition is robust enough in this instance to ensure the delivery of the minimum provision

of affordable housing, to meet the identified need in accordance with the NPPF and the adopted Local Plan Policy CS18.

- 8.40 In summary, notwithstanding the objections received, Officers consider that the proposals to develop the last part of this allocated housing site are acceptable and in accordance with this Council's relevant adopted planning policies.

9.0 Recommendation

9.1 GRANT PLANNING PERMISSION, subject to the following Conditions:

1. The development hereby permitted shall be commenced within three years of the date of this decision.

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

- a) Location Plan (Drawing: 19011-2-PL-2-01);
- b) Site Layout (Drawing: 19011-2-PL-2-02 Rev B);
- c) Site Layout – Bedrooms (Drawing: 19011-2-PL-2-04 Rev B);
- d) Site Layout – Building Heights (Drawing: 19011-2-PL-2-05 Rev B);
- e) Figure Ground Diagram (Drawing: 19011-2-PL-2-07)
- f) Site Layout – Building Materials (Drawing: 19011-2-PL-2-08 Rev B);
- g) Site Layout – Parking/Bins (Drawing: 19011-2-PL-2-09 Rev B);
- h) 2 Bed House – Plans (Drawing: 19011-2-PL-3-01);
- i) 2 Bed House – Plans and Elevations (Drawing: 19011-2-PL-3-01);
- j) 3 Bed House – Type A – Plans (Drawing: 19011-2-PL-3-02);
- k) 3 Bed House – Type A – Elevations (Drawing: 19011-2-PL-3-03);
- l) 3 Bed House – Type B – Plans & Elevations (Drawing: 19011-2-PL-3-04);
- m) 3 Bed House – Type C – Plans & Elevations (Drawing: 19011-2-PL-3-05);
- n) 4 Bed House – Plans & Elevations (Drawing: 19011-2-PL-3-06);
- o) Car Port – Plans & Elevations (Drawing: 19011-2-PL-3-07); and,
- p) Indicative Street Scene Elevations (Drawing: 19011-2-PL-5-01).

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. The first and second floor window(s) proposed to be inserted into the southern elevations of Plots 6, 10 and 11, and the northern elevations of Plots 1, 7, 14 and 15 of the approved development 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.

REASON: To prevent overlooking and to protect the privacy of the occupiers of the adjacent property(ies).

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting or amending that Order) there shall be no alterations or amendments to the permitted car port, including the provision of garage doors to the front elevation, without the grant of a separate planning permission from the Local Planning Authority.

REASON: To ensure adequate off-street car parking is retained on site.

6. Prior to development commencing full details of the tenure of all homes/plots at the site, including the type of affordable tenure, shall be submitted and approved in writing by the Local Planning Authority, comprising a minimum of 7no. of the homes shall be provided as Affordable Housing (as per the NPPF definition). Of the affordable homes provided on the site, a minimum of 5no. shall be at Social or Affordable Rent and the Affordable homes provided at Social/Affordable Rent shall include at least 2no. 3-bed and 1no. 4-bed properties.

All affordable homes provided on the site shall be provided and managed by a housing association, housing company or companies, or a trust registered as a registered social landlord pursuant to the Housing Act 1996, or a non-profit provider pursuant to section 80 of the Housing and Regeneration Act 2008. None of the properties shall be occupied until that party/provider have entered into a Nominations Agreement with Fareham Borough Council. No Affordable homes for rent shall have a rent set in excess of the Local Housing Allowance relevant for the site and property size.

All affordable homes provided on the site shall thereafter remain affordable unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure the affordable provision reflects the housing needs of the local population, in accordance with the requirements of Policy CS18 of the adopted Local Plan. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate levels of affordable housing is provided and secured before works commence.

7. No development shall take place until details of the width, alignment, gradient and type of construction proposed for the roads, footways and access(es), including all relevant horizontal cross sections and longitudinal sections showing the existing and proposed levels, together with details of street lighting and the method of disposal of surface water, and details of a programme for the making up of roads and footways have been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the roads are constructed to a satisfactory standard.

8. No dwelling constructed on the site subject to this planning permission shall be first occupied until there is a direct connection from it, less the final carriageway and footway surfacing, to an existing highway. The final carriageway and footway surfacing shall be commenced within three months and completed within six months from the date upon which construction is commenced of the penultimate building/dwelling for which permission is hereby granted. The roads and footways shall be laid out and made up in accordance with the approved specification, programme and details.

REASON: To ensure that the roads and footways are constructed in a satisfactory manner.

9. The visitor parking spaces marked on the approved plans shall be kept available for visitors at all times and not be used for private purposes.

REASON: To ensure adequate off-street parking provision on site is maintained.

10. None of the dwellings hereby permitted shall be first occupied until the car parking area relating to them as shown on the approved plan have been laid out/constructed and made available. These areas shall thereafter be retained and kept available for their respective purposes at all times.

REASON: In the interests of highway safety.

11. No dwelling shall be occupied until the bin and cycle stores have been made available in accordance with the approved plans. These designated areas shall thereafter be kept available and retained at all times for the purpose of bin and cycle storage.

REASON: In the interests of visual amenity and in order to facilitate modes of transport alternative to the private car.

12. 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 (unless otherwise agreed in writing by

the local planning authority) 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) Arrangements for the routing of lorries and details for construction traffic access to the site;

d) The arrangements for deliveries associated with all construction works, loading/ unloading of plant & materials and restoration of any damage to the highway;

e) The measures for cleaning the wheels and underside of all vehicles leaving the site;

f) A scheme for the suppression of any dust arising during construction or clearance works;

g) The measures for cleaning Noble Road and Bedford Place to ensure that they are kept clear of any mud or other debris falling from construction vehicles, and

h) A programme and phasing of the demolition and construction work, including roads, footpaths, landscaping and open space;

i) Location of temporary site buildings, compounds, construction material, and plant storage areas used during demolition and construction;

j) Measures to control vibration in accordance with BS5228:2009 which prevent vibration above 0.3mms⁻¹ at the boundary of the SPA;

k) Provision for storage, collection, and disposal of rubbish from the development during construction period;

l) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;

m) Temporary lighting;

- n) Protection of pedestrian routes during construction;
- o) No burning on-site;
- p) Scheme of work detailing the extent and type of piling proposed;
- q) A construction-phase drainage system which ensure all surface water passes through three stages of filtration to prevent pollutants from leaving the site;
- r) 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.

13. The development hereby permitted shall proceed in accordance with the measures set out in the 'Mitigation, Compensation and Enhancement Recommendations' section of the Ecological Appraisal report by Emma Pollard (June 2019). Thereafter, the enhancements to include hedgehog homes, reptile hibernacula, Schwegler 1F bat tubes, dormouse boxes, swift nest boxes and swallow eaves shall be permanently maintained and retained in accordance with the approved details.

REASON: To ensure the protection of wildlife and a net gain in biodiversity.

14. Prior to commencement of the development hereby permitted, a ten year management plan for the management of the retained, enhanced and new habitats in the eastern buffer area shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To protect biodiversity and the adjacent non-statutory designated sites. The details secured by this condition are considered essential to be agreed prior to the commencement of the development on the site so that appropriate measures are in place to protect the local biodiversity of the area.

15. No dwelling shall be occupied until the Building Regulations Optional requirement of a maximum water use of 110 litres per day has been complied with.

REASON: In the interests of preserving water quality and resources.

16. Not to commence development unless the council has received the Notice of Purchase in accordance with the legal agreement between FBC, IWC and HIWWT dated 30 September 2020 in respect of the Credits Linked Land identified in the Nitrates Mitigation Proposals Pack.

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

17. 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.

18. 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

19. The landscaping scheme, submitted under Condition 18, 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.

20. 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.

21. The development hereby permitted shall be undertaken in accordance with the Flood Risk Assessment and Drainage Strategy (prepared by Paul Basham Associates 134.5003/FRA/4 19.08.19) and Road Alignment (prepared by Paul Basham Associates 134.5003.001 27.09.19). The development shall be carried out in accordance with the approved details unless otherwise agreed with the Local Planning Authority in writing.

REASON: In order to ensure satisfactory disposal of surface water. 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 adverse impacts of inadequate drainage.

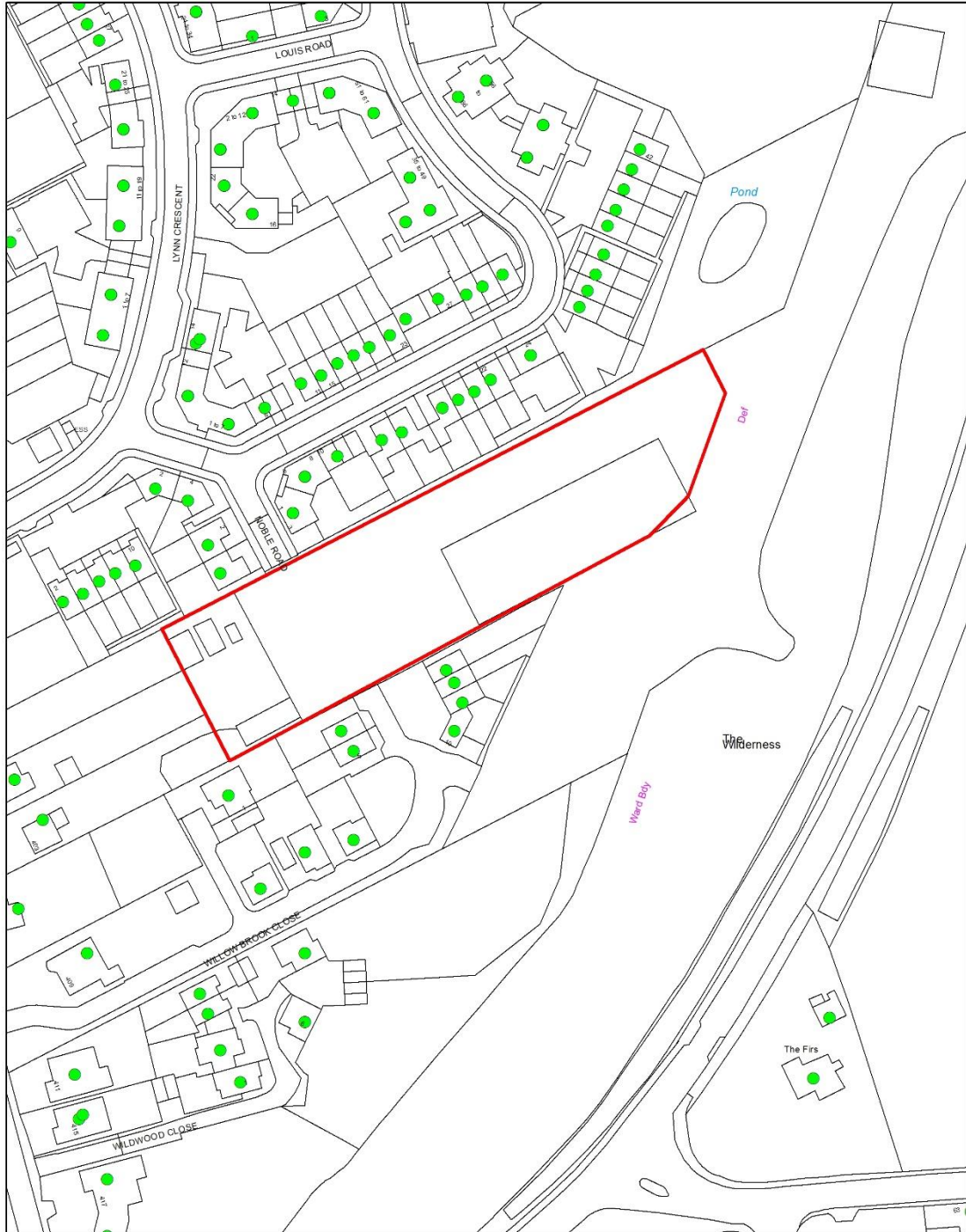
22. No development hereby permitted shall commence until details of the means of foul water drainage from the site have been submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved details unless otherwise agreed with the local planning authority in writing.

REASON: To ensure satisfactory disposal of foul water. 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 adverse impacts of inadequate drainage.

10.0 Background Papers

[P/19/0183/FP]

FAREHAM BOROUGH COUNCIL



403 Hunts Pond Road

Scale 1:1,250



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