

## OFFICER REPORT FOR COMMITTEE

DATE: 13 January 2021

P/20/0391/FP  
MR N ELLIS

PARK GATE  
AGENT: WILDERN ARCHITECTURE  
LTD

### ERECTION OF TWO 3-BED SEMI-DETACHED DWELLINGS AND ONE 4-BED DETACHED DWELLING WITH DETACHED CAR PORT, BIN AND CYCLE STORE WITH ACCESS FROM BRIDGE ROAD

23 BRIDGE ROAD, PARK GATE, SOUTHAMPTON, SO31 7GD

#### *Report By*

Susannah Emery – direct dial 01329 824526

#### **1.0 Introduction**

1.1 This application is being presented to the Planning Committee due to the number of third-party representations received.

#### **2.0 Site Description**

2.1 The site lies within the urban area to the south of Bridge Road just to the east of the junction with Locks Road. The site extends to the rear of Nos.23 and 25 Bridge Road but does not form part of the residential curtilage of these properties. The site is currently dominated by scrub with unmanaged mixed species hedgerows to the east and western boundaries and some scattered trees concentrated along the southern boundary. There are two small sheds on the site.

2.2 The site abuts Middle Copse to the east which is a residential development of ten dwellings constructed within the last decade (planning reference P/11/0966/FP) on an allocated housing site. To the south lies a garage parking block and No.7 Northmore Road. The rear gardens of Nos.27-35 Bridge Road extend to the west.

2.3 There is a mature Horse Chestnut tree covered by a tree preservation order (TPO) which lies to the east of the proposed site access within the north-western corner of the Middle Copse development.

#### **3.0 Description of Proposal**

3.1 Planning permission is sought for the erection of a pair of semi-detached 3-bed dwellings (Plots 1 & 2) and one detached 4-bed dwelling (Plot 3). Plots 1 and 2 would be positioned at the southern end of the side and Plot 3 would be sited between the rear of Nos 23 and 25 Bridge Road and Plots 1 and 2.

3.2 Access to the site would be to the east of No.23 Bridge Road from Bridge Road (A27) via a private drive. A potential access to the site from Middle Copse is shown on the site plan but this does not form part of the planning application.

#### **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 & Whiteley
CS15:	Sustainable Development & Climate Change
CS17:	High Quality Design
CS20:	Infrastructure & Development Contributions

##### **Adopted Development Sites and Policies**

DSP1:	Sustainable Development
DSP2:	Environmental Impact
DSP3:	Impact on Living Conditions
DSP13:	Nature Conservation
DSP15:	Recreational Disturbance on the Solent Special Protection Areas

##### **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/10/0277/FP</b>	Erection of Five Dwellings Non-Determination Appeal Dismissed 28 January 2011
<b>P/05/0090/FP</b>	Demolition of Existing Property and Erection of 12No. Apartments in a 2 1/2 Storey Block with Car Parking and Vehicular Access from Bridge Road Refused 26 January 2005
<b>P/03/1879/OA</b>	Proposed Residential Development (Outline Application)

Refused 10 February 2004

**P/03/0833/OA**      Erection of Ten Two Bed Flats (Outline Application)  
Refused 22 July 2003

## **6.0 Representations**

6.1 Eleven representations have been received raising the following concerns;

- Development of the site has previously been refused
- Visually intrusive
- Loss of privacy to rear of properties on Bridge Road as a result of proximity of facing windows in Plot 3
- Loss of privacy to properties on Northmore Road from rear facing windows within Plots 1 & 2
- Highway safety concerns regarding access and visibility
- Risk to pedestrian safety
- No visitor car parking is provided
- The existing property should have a separate access to Bridge Road
- Concern that refuse lorry would stop on A27 to empty bins causing obstruction
- The development should form an extension to Middle Copse
- Access should not be taken from Middle Copse as this would have adverse impact on residential amenity and would be harmful to pedestrian safety
- There should be no right hand turning from the proposed development
- Destruction of habitat and impact on wildlife
- Biodiversity enhancements are required
- The protected Horse Chestnut adjacent to the access could be harmed by the installation of the drive
- Existing vegetation should be replaced or retained
- The only remaining Silver Birch tree on the southern boundary could be removed by a future occupant and this is the only provision made for screening
- Details of the repair or replacement of the boundary fence to Middle Copse should be submitted
- Surface water run-off needs to be disposed of to prevent flooding
- Noise during construction

6.2 One letter has also been received from Hampshire Swifts which supports the recommendations made for the integration of Swift bricks in this development.

## **7.0 Consultations**

### EXTERNAL

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

- 7.1 It should be noted that the plans indicated a potential access from Middle Copse. Should this access wish to be investigated further, it will need to form a separate planning application.
- 7.2 The visibility splays shown of 2.4m x 45m are considered acceptable and should be secured by planning condition.
- 7.3 The parking standards for the site are laid down by Fareham Borough Council (FBC) as the local parking authority, in accordance with their Residential Car and Cycle Parking Standards Supplementary Planning Document (SPD) as adopted in November 2009. As the local parking authority, FBC should comment as to the acceptability of the proposed quantum.
- 7.4 Vehicle tracking has been provided to demonstrate that a larger fire tender is able to access the site (reverse) and to ensure that an 8m delivery vehicle is able to turn on site and leave in a forward gear.

#### ***Natural England***

- 7.5 No objection subject to appropriate mitigation being secured.
- 7.6 Natural England considers that without appropriate mitigation the application would have significant adverse effect on the integrity of: Solent and Southampton Water SPA and Ramsar, Portsmouth Harbour SPA and Ramsar, and Chichester and Langstone Harbours SPA and Ramsar, Solent Maritime SAC, Solent and Dorset Coast SPA, Solent and Isle of Wight Lagoons SAC and the New Forest SPA, SAC and Ramsar.
- 7.7 In order to mitigate these adverse effects and make the development acceptable, mitigation should be secured to address recreational disturbance and ensure nitrogen neutrality.
- 7.8 Provided that the applicant complies with the policy and the Bird Aware Definitive Strategy, Natural England is satisfied that the applicant has mitigated against the potential adverse effects of the development on the integrity of the European sites with regard to recreational disturbance.
- 7.9 Provided the Council as competent authority can be satisfied that, based on a sufficient level of evidence, the development will achieve nutrient neutrality by first occupation and that the appropriate level of mitigation can be fully

secured in perpetuity, Natural England would advise that the Appropriate Assessment can conclude there will be no adverse effect on the integrity of the Solent European Sites in relation to water quality impacts.

INTERNAL

### ***Trees***

- 7.10 If adequate precautions to protect the retained horse chestnut tree are specified and implemented in accordance with the construction method statement included in the tree report produced by James Fuller Arboriculture ref JFA – April 2020, the development proposals will have no significant adverse impact on the contribution of the tree to the public amenity or the character of Bridge Road.

### ***Ecology***

- 7.11 The submitted Preliminary Ecological Appraisal report (Ecosupport, January 2020) confirmed that the site is suitable for reptiles and therefore further surveys were carried out in April 2020. The Reptile Survey and Mitigation Report (Ecosupport, June 2020) confirms the presence of a low number of slow worms on site. I can confirm that the revised Reptile Survey and Mitigation Report is considered acceptable. Coldeast nature reserve has been suggested as the reptile receptor site, which was subject to a reptile survey. The reptile survey of the receptor site showed a population of common lizard and slow worms already present. The nature reserve is however considered to have sufficient carrying capacity to be used as a receptor site.
- 7.12 The submitted Biodiversity Net Gain Report by Ecosupport (June 2020) has shown a very small gain in biodiversity post development. The proposed ecological enhancements report by Ecosupport (June 2020) summarises the measures such as installation of bat and bird boxes and planting of a new hedge, trees, ornamental shrubs, etc. to be incorporated into the new scheme. These measures are acceptable.

## **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) Impact on Character & Appearance of Area;
  - c) Impact on Amenity of Neighbouring Properties;
  - d) Highways;
  - e) Ecology & Trees

- f) Impact on European Protected Sites
- g) Other Matters

**a) Principle of Development**

- 8.2 Policies CS2 (Housing Provision) and CS6 (The Development Strategy) of the adopted Fareham Borough Core Strategy place priority on reusing previously developed land within the defined urban settlement boundaries to provide housing. The site is located within the defined settlement boundary such that the principle of re-development of the land is acceptable subject to all other material considerations.
- 8.3 Planning permission (planning reference P/10/0277/FP) has previously been sought for the erection of five dwellings on the site. The application was the subject of a non-determination appeal, dismissed on 21 January 2011.
- 8.4 The main issues considered in the determination of the appeal were as follows; the character and appearance of the site and the surrounding area; the living conditions of the occupiers of neighbouring properties; highway and pedestrian safety; the proper development of adjoining land; and whether the proposal makes adequate provision for its impact on recreational open space facilities and transport infrastructure. These issues are addressed within the following sections of the report in relation to the current application.

**b) Impact on Character & Appearance of Area**

- 8.5 The most significant change to the local environment since the previous appeal decision is the development of the adjoining land to the east at Middle Copse. This small development of 10 dwellings (planning reference P/11/0966/FP) was permitted in 2012 and now occupies the adjacent housing allocation site. There is therefore no longer any concern that the development proposed to the rear of No.23 could prejudice the delivery of this site and land to the west is not allocated for development.
- 8.6 In considering the impact of the previously proposed development on the character and appearance of the surrounding area the Planning Inspector formed the view that the proposed dwellings would appear as isolated and incongruous buildings which would relate poorly to their surroundings. The intrusion of development into a predominantly garden environment was considered to be at odds with the pattern of development in the area. Clearly the situation and any assessment of the impact of development on the character of the area is now altered. The proposed dwellings would not, in Officers' view, seem out of keeping given that backland development exists immediately to the east and the proposed dwellings have been designed to reflect the scale and appearance of the neighbouring development.

**c) Impact on Amenity of Neighbouring Properties**

- 8.7 The previous appeal decision included the resultant impact of development on the privacy of the neighbouring property to the south (No.7 Northmore Road) as a main concern. That proposal fell 2m short of the Council's requirement for a separation distance of 22m between facing windows. Whilst the Inspector commented that this loss of privacy would not be a factor which on its own would lead him to refuse planning permission it was added to the weight of other objections to the scheme. It was also noted that the impact on privacy could be mitigated by appropriate landscaping.
- 8.8 The current proposal would comply with the minimum separation distance requirements set out within the Council's adopted Design Guidance SPD to secure privacy. Plot 1 would sit to the rear of No.7 Northmore Road whilst Plot 2 is off-set and would back on to the adjacent garage block. A separation distance of 22m would be achieved between the first floor rear facing windows within Plot 1 and the neighbouring property to the south. Furthermore, in excess of 11m would be provided from first floor windows to the party boundary. The proposed dwelling on Plot 1 would not span the entirety of the plot of the neighbouring property which would further reduce its impact. It is therefore considered that the proposal would not have an adverse impact on the living conditions within the neighbouring property in terms of loss of privacy. It is proposed that two new trees (Hazel & Elder) will be planted on the boundary with No.7 Northmore Road which would provide some screening to soften the visual impact.
- 8.9 There would be a separation distance of over 27m from the first floor rear facing windows within the rear elevation of Plot 3 and the rear of properties on Bridge Road. The rear garden would be a minimum of 11m in length. Therefore, it is considered that the dwelling on Plot 3 would not result in an unacceptable loss of privacy to neighbouring properties to the north. Any windows proposed within the side elevations of the proposed dwellings would be subject to a planning condition requiring them to be obscure glazed and fixed shut to 1.7m above internal floor level to prevent overlooking.

**d) Highways**

- 8.10 Visibility splays of 2.4m x 45m have been demonstrated at the site access which are considered by Hampshire County Council to be appropriate.
- 8.11 The highways concern raised in relation to the previous scheme related to a lack of on-site turning which could have resulted in vehicles reversing on to the A27 to the detriment of highway and pedestrian safety. Tracking plans have been sought for the current application to ensure that vehicles are able to turn on site and therefore enter and exit the site in a forward gear.

8.12 The proposed level of car parking provision would accord with the Council's Residential Car & Cycle Parking SPD. The two 3-bed properties would have two car parking spaces on the drive and the 4-bed dwelling would have three car parking spaces, including a car port. Visitor car parking is not a requirement of a development of this size, however it is noted that there is short term car parking available within the layby on the opposite side of Bridge Road.

8.13 The display of an advisory 'no right hand turning' sign has been indicated on the access to prevent vehicles exiting the site crossing both lanes of traffic and this would be secured by planning condition.

**e) Ecology & Trees**

8.14 A Phase 1 Ecological survey has been carried out to assess the habitats present on site. Overall, it is considered that the site has low potential for breeding and nesting birds and for foraging and commuting bats. The site was however found to support a low population of slow worm. It is considered that the proposed mitigation strategy will ensure that reptiles are removed from the development site and safely translocated to a suitable offsite receptor site to ensure they are not harmed by the proposed development in accordance with the relevant legislation.

8.15 The National Planning Policy Framework (NPPF) states that planning decisions should identify and pursue opportunities for securing measurable net gains for biodiversity. To ensure that a biodiversity net gain can be achieved it is proposed that bat boxes and swift boxes are installed on each of the dwellings and 'hedgehog highways' would be inserted into boundaries to enable ease of movement. The submitted landscaping plan indicates a total of seven new trees to be planted in lawned area in addition to flowering shrubs and native hedgerow planting within rear gardens.

8.16 It is identified within the supporting Arboricultural Method Statement that the construction of the proposed access drive and services have the potential to cause an impact on the protected Horse Chestnut tree which is situated to the east of the proposed access, close to the Bridge Road frontage. The proposed access drive would be of a 'No Dig' construction within the root protection area of the tree, incorporating a load suspension system (i.e. Geosynthetics Cellweb). The proposed incoming and outgoing services would be installed utilising trenchless techniques. The existing boundary fence would provide sufficient protection that acts as a Tree Protection Barrier for the duration of the site works. The Council's Principal Tree Officer is satisfied that as a result of these measures the proposal should have no significant adverse impact on the health of the adjacent tree.



**f) Impact on European Protected Sites**

- 8.17 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.
- 8.18 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.
- 8.19 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 'European Protected Sites' (EPS).
- 8.20 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.
- 8.21 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.
- 8.22 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.

- 8.23 Secondly 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.
- 8.24 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) ('the NE Advice') which confirms that the development will generate 2.1 kg TN/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 existing use of the land for the purposes of the nitrogen budget is considered to be urban. 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.
- 8.25 The applicant has entered into a contract to purchase 2.25 kg of nitrate mitigation 'credits' from the Hampshire and Isle of Wight Wildlife Trust (HIWWT) which has been confirmed through the submission of a notice of purchase. 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.
- 8.26 Due to the increased level of development and hardsurfacing proposed on the site which is currently largely undeveloped, the proposal has the potential to increase current levels of runoff from the development site, and there is a likely significant effect from increased risk of flooding if unmitigated. As such, a planning condition would be imposed to secure further details of the drainage of hard surfaced areas, incorporating a permeable surface into the construction of the access drive.
- 8.27 The Council has concluded within an Appropriate Assessment that the proposed mitigation and planning conditions will 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. Natural England has been consulted on the Council's Appropriate Assessment and agrees with its findings. 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.

**g) Other Matters**

- 8.28 The concerns raised in relation to noise and disruption arising from the construction works are noted and it is inevitable that there will be an element of disruption to local residents although hours of work would be controlled by planning condition to minimise this. It is not possible for the Local Planning Authority to take into account the personal circumstances of residents who abut the application site and may be inconvenienced or distressed during the construction phase.
- 8.29 Details of boundary treatment would be secured by planning condition. Adequate boundary screening will be sought on the eastern boundary with Middle Copse to secure privacy and ensure a satisfactory finish to the development however the replacement of this boundary may not be essential and therefore it is advised that further discussions may be necessary between the two parties in relation to repair works or replacement of this fence.
- 8.30 The proposal satisfies the nationally described minimum space standards in terms of the provision of internal space.

**Summary**

- 8.31 The application differs in nature to the previous application dismissed at appeal in 2011 and also the characteristics of the surrounding area have been altered since that time by the construction of Middle Copse immediately to the east. It is considered that the reasons previously cited for resisting the development of the site have been satisfactorily addressed or are no longer relevant.
- 8.32 It is considered that the proposal complies with the relevant Local Plan policies set out in this report and would not have a detrimental impact on the character or appearance of the area, the living conditions of adjacent residential properties, highway safety, trees, ecology or result in an adverse effect on the integrity of European Protected Sites. The proposal is considered acceptable.

**9.0 *Recommendation***

9.1 GRANT PLANNING PERMISSION, subject to the following Conditions:

1. The development shall begin within 3 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) Location Plan (1:1250)
- b) Block Plan as Existing/Proposed – drwg No. 101 Rev B
- c) Proposed Site Plan – drwg No. 102 Rev C
- d) Plots 1 & 2 Plans & Elevations – drwg No. 103 Rev B
- e) Plot 3 Plans & Elevations – drwg No. 104 Rev B
- f) Visibility Splay & Tracking – drwg No. 105 Rev B
- g) Construction Management Site Plan – drwg No. 201 Rev C
- h) Landscaping & Planting Plan – drwg No.202 Rev A
- i) Preliminary Ecological Appraisal (Ecosupport Jan 2020)
- j) Reptile Survey & Mitigation Report (Ecosupport June 2020)
- k) Biodiversity Net Gain Report (Ecosupport June 2020)
- l) Proposed Ecological Enhancements (Takamaka June 2020)
- m) Arboricultural Method Statement (James Fuller Arboriculture ref JFA dated April 2020)

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

3. No development hereby permitted shall proceed beyond damp proof course level until details of all proposed external facing 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. A permeable surface shall be incorporated into the design of the access drive. 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 and to ensure adequate disposal of surface water.

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.

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. The first floor windows proposed to be inserted into the north-west and south-east (side) elevations of the dwellings hereby permitted 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 properties.

7. No means of vehicular access shall at any time be formed to the site other than from Bridge Road as shown on the approved plans without the prior permission in writing of the Local Planning Authority through the submission of a planning application.

REASON: In the interests of highway safety and the residential amenity of neighbouring properties.

8. 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 unless otherwise agreed in writing by the Local Planning Authority following the submission of a planning application for that purpose.

REASON: In the interests of highway safety.

9. No dwelling hereby permitted shall be occupied until 2.4m x 45m visibility splays have been provided at the site access junction with Bridge Road in accordance with the approved details. These visibility splays shall thereafter be kept free of obstruction (nothing over 0.6m in height) at all times.

REASON: In the interests of highway safety; in accordance with Policies CS5 and CS17 of the Fareham Borough Core Strategy.

10. The car port (Plot 3) hereby approved shall be constructed in accordance with the approved plan. Thereafter, the car port shall be retained, without doors, at all times so it is available for its designated purpose as space for the parking of vehicles.

REASON: To ensure adequate car parking provision; in accordance with Policy CS17 of the Fareham Borough Core Strategy.

11. No dwelling hereby permitted shall be first occupied until further details of an advisory sign to be displayed on the site access to discourage right hand turning out of the site have been submitted and approved in writing by the Local Planning Authority. This signage shall be installed in accordance with the approved details prior to occupation of the dwellings and shall thereafter be retained at all times.

REASON: In the interests of highway safety.

12. None of the dwellings hereby permitted shall be first occupied until the bicycle storage relating to them, as shown on the approved plan (drwg 102 Rev C), has been constructed and made available. This storage shall thereafter be retained and kept available at all times.

REASON: To encourage cycling as an alternative mode of transport.

13. None of the development hereby permitted shall be occupied until the bin collection points (drwg No.102 Rev C) have been provided in accordance with the approved plans. The designated area shall thereafter be kept available and retained at all times for the purpose of bin collection.

REASON: To prevent an obstruction of the highway.

14. The development hereby permitted shall be carried out accordance with the measures set out in the Reptile Survey and Mitigation Report and Proposed Ecological Enhancements by Ecosupport (June 2020). None of the development hereby approved shall be first occupied until the approved ecological enhancements have been fully implemented. These enhancement measures shall be subsequently retained.

REASON: To ensure that protected species are not harmed and that habitat is enhanced as a result of the proposed development.

15. The development shall be carried out in accordance with the Arboricultural Method Statement (James Fuller Arboriculture ref JFA dated April 2020) unless otherwise agreed in writing with the Local Planning Authority.

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; in accordance with Policy CS17 of the Adopted Fareham Borough Core Strategy.

16. The approved landscaping scheme (drwg No. 202 Rev A) 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.

17. The dwelling hereby permitted shall not be occupied until details of water efficiency measures 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 an average of 110L 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.

18. The development shall be carried out in accordance with the approved Construction Management Plan (CMP) and the areas identified in the approved CMP for specified purposes shall thereafter be kept available for those uses at all times during the construction period, unless otherwise agreed in writing with the Local Planning Authority. No construction vehicles shall leave the site unless the measures for cleaning the wheels and underside of construction vehicles are in place and operational, and the wheels and undersides of vehicles have been cleaned.

REASON: In the interests of highway safety and to ensure that the occupiers of nearby residential properties are not subjected to unacceptable noise and disturbance during the construction period.

19. No work relating to 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 public holidays, unless otherwise first agreed in writing with the Local planning authority.

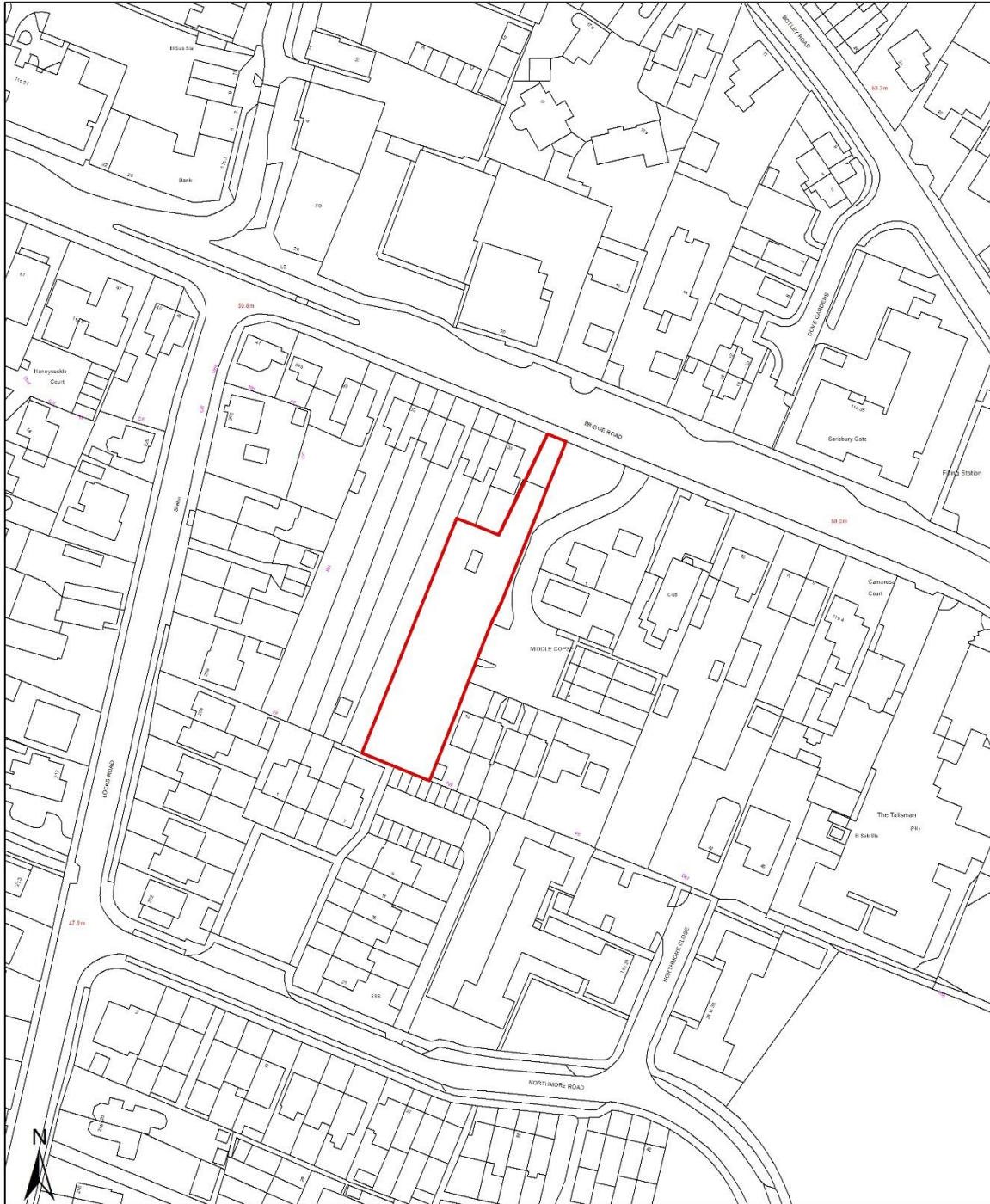
REASON: To protect the amenities of the occupiers of nearby residential properties; in accordance Policy DSP3 of the Development Sites and Policies Plan.

## **10.0 Background Papers**

P/20/0391/FP

# FAREHAM

BOROUGH COUNCIL



23 Bridge Road  
Scale 1:1,250

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