

OFFICER REPORT FOR COMMITTEE

DATE: 15/12/2021

**P/21/1080/FP
MR & MRS BETTS**

**PORTCHESTER WEST
AGENT: K F PLANNING
CONSULTANCY**

ERECTION OF DETACHED 3-BED CHALET BUNGALOW & GARAGE WITH
ACCESS FROM WINNHAM DRIVE

LAND AT WINNHAM DRIVE TO REAR OF 64 & 66 PORTCHESTER ROAD,
PORTCHESTER

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 This application relates to a site within the urban area which extends to the rear of Nos 64 & 66 Portchester Road. These properties are positioned to the north of Portchester Road just to the east of the junction with The Thicket.

2.2 The application site currently forms part of the rear garden of No.64 Portchester Road as the end of the rear garden of No.66 was purchased by a previous owner of this property many years ago and the application site therefore has an 'L' shape arrangement.

2.3 There is currently a gated vehicular and pedestrian access from the rear garden of No.64 Portchester Road which emerges on to the turning head at the end of a service road off Winnham Drive. The service road provides access to the rear of properties fronting Winnham Drive to the west and Trent Walk to the east with the rear gardens of these properties backing on to either side of the service road.

3.0 Description of Proposal

3.1 Planning permission is sought for the erection of a detached 3-bed chalet bungalow with vehicular access from Winnham Drive.

3.2 The dwelling would have a detached double garage on the frontage and in addition parking for a minimum of two vehicles.

- 3.3 A garden measuring 17m in length would extend to the west of the dwelling
- 3.4 The dwelling is a simple chalet style design with a single storey eaves height and two small pitched roof front and rear facing dormers. It would be finished in red brick and concrete roof tiles with tile hanging to the dormers.
- 3.5 The proposal complies with the Nationally Described Minimum Space Standards.

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;
CS11: Development in Portchester, Stubbington & Hill Head & Titchfield
CS15: Sustainable Development and Climate Change;
CS17: High Quality Design;
CS20: Infrastructure and 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:

P/10/0080/FP	Retention of Entrance Gates in Excess of 1 Metre Adjacent to Highway Permission 3 February 2010
P/96/0812/OA	Erection of Five Dwellings with Garages and Car Parking

	Land Rear of 66-70 Portchester Road Refused 24 September 1996 Appeal Dismissed 21 July 1997
FBC 3345/78	Erection of Two Detached Dwellings with Garages Land to Rear of 66-68 Portchester Road Refused 25 August 1988 Appeal Dismissed
FBC 3345/72	Erection of Two Detached Dwellings (Outline Application) Land to Rear of 66-68 Portchester Road Refused 4 June 1984 Appeal Dismissed
FBC 3345/69	Erection of Two Pairs of Houses Land to Rear 66-68 Portchester Road Refused 18 July 1983
FBC 3345/57	Erection of Two Pairs of Houses and Garages Land to rear of 68-70 Portchester Road Refused 11 February 1980

6.0 Representations

6.1 Twenty-one representations have been received raising the following main issues:

- Inappropriate development of garden land
- Out of character
- Disproportionally large dwelling in relation to plot
- Proximity to eastern boundary
- Access to the site is too narrow and often obstructed by vehicles and refuse bins
- Larger vehicles and emergency services would not be able to access the property
- Service road has previously been used as the access point for works to the dwelling causing obstruction
- Development of rear gardens has previously been refused due to inadequate access
- On-site parking for contractors should be required
- Loss of parking
- Detrimental to pedestrian safety

- Overlooking and loss of privacy
- Impact to adjacent trees
- Increased noise from occupants and vehicles
- Loss of light
- Loss of vegetation and wildlife
- A single dwelling will not be of much benefit
- Local services are oversubscribed

One letter of support has also been received

7.0 Consultations

EXTERNAL

Natural England

- 7.1 Fareham's appropriate assessment, dated 15 November 2021, concludes that your authority is able to ascertain that the proposal will not result in adverse effects on the integrity of any of the sites in question. Having considered the assessment, and the measures proposed to mitigate for all identified adverse effects that could potentially occur as a result of the proposal, Natural England advises that we concur with the assessment conclusions.

Highways (Hampshire County Council)

- 7.2 The access is located on a turning head, which should be kept clear at all times to allow service vehicles to turn. It was noted that indiscriminate parking from existing residents occurs in this location. It is considered that a dropped kerb access in this location will aid in preventing parking in this area and thus allow service vehicles more room to manoeuvre. However due to the location of the access, there are concerns regarding the construction period, specifically in relation to deliveries and contractor parking. A Construction Management Plan should therefore be produced and approved by the local planning authority and highway authority. This can be secured through a suitably worded 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. The parking on site is in line with the published standards, however the internal dimensions of the double garage should be a minimum of 6.0m by 6.0m to be counted towards parking.
- 7.4 After reviewing the proposals, the Highway Authority is satisfied that there is no direct or indirect impact upon the operation or safety of the local highway network and would therefore raise no objection.

INTERNAL

Principal Tree Officer

- 7.5 If adequate precautions to protect the retained trees are specified and implemented in accordance with the arboricultural method statement included within the tree report (Barrell Tree Consultancy, Oct 2019), the development proposals will have no significant adverse impact on the contribution of the trees to the public amenity or the character of the wider setting.

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) Principle of Development;
- b) Planning History;
- c) Impact on Character & Appearance of the Area;
- d) Impact on Living Conditions of Neighbouring Residential Properties;
- e) Highways;
- f) Trees & Ecology;
- g) Impact on Protected Sites

- 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 National Planning Policy Framework (NPPF) excludes private residential gardens from the definition of previously developed land but sets out there should be a strong presumption in favour of sustainable development. It is recognised that garden sites can assist in meeting housing needs provided that the proposed development is acceptable in all other respects.
- 8.3 A report titled "Five year housing land supply position" was reported for Members' information on the agenda for the Planning Committee meeting held on Wednesday 17th February 2021. The report concluded that this Council has 4.2 years of housing supply against the 5YHLS requirement. Officers accept that the Council cannot currently demonstrate a 5-year supply of deliverable housing sites.

8.4 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.

b) Planning History

8.5 There have been a number of planning applications considered for the erection of additional dwellings within the rear garden of Nos 66-70 Portchester Road over the last few decades. The most recent application was in 1996 for outline planning permission for the erection of five dwellings. The dwellings were to be arranged fronting the turning head of the service road with a parking forecourt in between. This application was refused for a number of reasons as follows;

- i) *The use of the proposed access would be likely to cause undue interference with the safety and convenience of the users of the adjoining highway;*
- ii) *The proposed layout does not provide adequate rear garden lengths in accordance with the Council's adopted privacy standards;*
- iii) *It would result in development out of character with the surrounding area*

8.6 The application was subject to an appeal and the Inspector was of the view that the service road was an unappealing environment as the principal approach to a new dwelling. A previous Inspector has asserted the view that this was largely a matter for the developer and future occupant to consider, a view with which Officers would concur. The Inspector was also concerned that the quality of the setting of the dwellings overlooking the service area would detract from the character of the area. It was considered that the garden lengths of 10m would not provide adequate amenity space and would result in overlooking of the properties to the rear. The Inspector considered that the proposal would result in unacceptable conflict between vehicles and pedestrian on the access road, as had been the case with the two preceding appeals.

8.7 The current proposal differs to the previous application in that the single dwelling would be sited within a more enclosed plot having less of a relationship to the service road. Existing boundary hedging along the boundary with the service road would be retained which would provide intervening screening. It is not considered that the proposed dwelling would have an unacceptable outlook from the front elevation and the dwelling would not be prominent in views down the service road so as to detract from the character or appearance of the area. The property would have an amenity space of ample size, well exceeding the minimum length of 11m typically sought. The issue of access is discussed in more detail later in this report.

c) Impact on Character & Appearance of the Area

- 8.8 Policy CS17 (High Quality Design) of the adopted Fareham Borough Council Core Strategy requires that all development should be designed to;

‘Respond positively to and be respectful of the key characteristics of the area, including landscape, scale, form, spaciousness and use of external materials’

- 8.9 The design of the dwelling has been amended during the course of the application from a 4-bed two storey dwelling to a 3-bed chalet bungalow. This serves to reduce the height from 9.1m to 7.3m and also the scale and bulk of the dwelling and therefore its visual prominence when viewed from adjacent land. Officers are satisfied that the design of the dwelling is appropriate its siting and that the proposed dwelling would also not be overly intrusive when viewed from neighbouring properties on Portchester Road viewed within the foreground of development on Winnham Drive.
- 8.10 Due to the size of the existing plot to No.64 Portchester Road it is considered that the proposed sub-division would have no unacceptable impact to the character of the area. Whilst the proposed dwelling would be located on garden land it would be within close proximity to neighbouring properties on Winnham Drive and would therefore not appear as isolated development. The existing dwelling would retain a rear garden measuring in excess of 32m which is in keeping with neighbouring properties to the west and slightly longer than the rear garden of No.66 to the east. It is not considered that the proposal would result in a cramped or unsympathetic form of development which would be harmful to the character of the area.

d) Impact on Living Conditions of Neighbouring Residential Properties

- 8.11 The proposed dwelling would be positioned to the eastern side of the plot to the rear of No.66 Portchester Road. The distance from the rear facing windows of No.66 and the proposed dwelling would be in excess of 35m. The Councils adopted Design Guide SPD seeks to secure minimum separation distances of 22m metres between facing windows within dwellings to protect the privacy of neighbouring properties and 11m from new first floor windows to adjacent private garden areas. In this instance the first floor windows within the south (rear) elevation of the dwelling would be less than 11m from the garden boundary with No.66 Portchester Road. These windows would be conditioned to be obscure glazed and fixed shut to 1.7m above internal floor level. One window serves a bathroom and the other a bedroom. The bedroom would have an additional clear glazed window within the west elevation facing

over the garden of the proposed dwelling to ensure an acceptable living environment for future residents.

- 8.12 Concerns have been raised by the occupant of the neighbouring property to the east (No.68) that the proposal would result in loss of privacy and light. The first floor en-suite window proposed within the east elevation of the proposed dwelling would be conditioned to be obscure glazed and fixed shut to 1.7m to prevent overlooking of the rear garden of No.68 Portchester Road. An appropriate boundary screen would be secured by planning condition to ensure privacy at ground floor level. Due to the separation distance between the two properties being in excess of 35m and the size of the adjacent garden area of No.68 Portchester Road it is not considered that the proposal would have an unacceptable adverse impact in terms of loss of light or outlook.

e) Highways

- 8.13 Planning permission was granted in 2010 for retention of the existing gates providing access to No.64 Portchester Road from the service road and Winnham Drive. At that time it was understood that the gates were required to provide access/egress for a lawn mower so that it may be serviced annually. No other vehicular access was intended on a regular basis and it was advised that any such access would require a licence from the highways authority for a new highway access and crossing before that use began. It was however considered that the provision of a vehicular access in this location was, in planning terms, not considered to pose a hazard to highway safety.
- 8.14 Whilst the planning history of the site is a material planning consideration there has been a considerable period of time since the last appeal decision in 1996 and Local and National Planning Policy has changed in that period. The National Planning Policy Framework (NPPF) states that when considering development proposals, development should only be prevented or refused if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (Para 111). In light of the small scale of development no concerns are raised with regards to highway safety by the Highway Authority (HCC).
- 8.15 Officers acknowledge that the means of vehicular access to the site would not be ideal in terms of its limited width or aesthetics and that there is not a pedestrian footpath leading to the site. The concrete hardstanding alongside the service road is used for car parking and bin storage and it is understood that the refuse lorry also collects refuse from this point. There are a number of garages and pedestrian gateways into rear gardens so the area is clearly in use by pedestrians. It is Officers view that the number of vehicle movements generated by a single dwelling would not be so significant as to undermine the

existing conditions in terms of pedestrian or highway safety. Whilst the proposed dwelling would not have a dedicated pedestrian approach vehicle speeds on the service road would be low and it is not considered that a refusal on these grounds could be substantiated.

- 8.16 The Highway Authority identifies that the turning head is sometimes used for indiscriminate parking meaning it become unavailable for its intended purpose. In that respect the provision of a dropped kerb access in this location would assist in reducing some of this parking in this area thus allowing service vehicles more room to manoeuvre. It is not accepted that the proposal would result in the loss of car parking as the turning head should not be used for parking and vehicles should also not be parked overhanging the turning head or service road.
- 8.17 The proposal makes adequate provision for on-site car parking in accordance with the Council adopted Residential Car & Cycle Parking SPD. In addition to the garage, which would not be counted towards parking provision, there would be ample space to park two vehicles.
- 8.18 To encourage sustainable modes of transport cycle parking could be provided within the garage and the provision of an electric vehicle charging point would be secured by planning condition.

f) Trees & Ecology

- 8.19 There are no trees on the application site which would need to be removed to facilitate development however there are a number of trees on the boundaries with neighbouring properties which are not covered by a Tree Preservation Order. The application is supported by an Arboricultural Assessment and Method Statement which includes tree protection measures. It is not considered that the proposal would have a detrimental impact on any of the adjacent trees which can be retained and adequately protected during the construction of the dwelling. The Council's Principal Tree Officer raises no concerns.
- 8.20 The site is a well kept garden largely laid to lawn with an area of gravel adjacent to the access. As such there are no concerns in relation to the impact of development on protected species. A planning condition would be imposed to seek further details of the biodiversity enhancements to be incorporated into the development.

g) Impact on Protected Sites

- 8.21 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.

- 8.22 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.
- 8.23 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). These are often referred to as 'Protected Sites' (PS).
- 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 sites or, if it will have a likely significant effect, that effect can be mitigated so that it will not result in an adverse effect on the integrity of the designated sites. This is done following a process known as an Appropriate Assessment. The Competent Authority is responsible for carrying out this process, although they must consult with Natural England and have regard to their representations. The Competent Authority is the Local Planning Authority.
- 8.25 The Council has completed an Appropriate Assessment to assess the likely significant effects of the development on the PS. 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 paid the appropriate financial contribution towards The Solent Recreational Mitigation Strategy (SRMS) and therefore the Appropriate Assessment concludes that the proposals would not have an adverse effect on the integrity of The Solent PS as a result of recreational disturbance in combination with other plans or projects.

- 8.27 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 PS.
- 8.28 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 0.7 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 PS, 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.
- 8.29 The applicant has purchased 0.75 kg 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.
- 8.30 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 PS 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.

Summary

- 8.31 In summary it is not considered that the proposal would have a detrimental impact on the character or appearance of the surrounding area, the living conditions of neighbouring residential properties, or highway/pedestrian

safety. It is not considered that the proposal would have an adverse effect on the integrity of PS as appropriate mitigation has or will be secured prior to planning permission being granted. The proposal accords with the relevant local plan policies and is recommended for approval.

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) Proposed Floor Plans & Elevations, Site Plan & Location Plan – drwg No. 01 Rev E

- b) Arboricultural Assessment & Method Statement (Barrell Tree Consultancy, 7 October 2019)

- c) Tree Protection Plan drwg No. 19257-BT1

- d) Nitrogen Nutrient Assessment (Aqua Callidus, 12 August 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 (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. 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.

5. The development shall be undertaken in accordance with the Arboricultural Assessment & Method Statement (Barrell Tree Consultancy, 7 October 2019) and Tree Protection Plan (drwg No. 19257-BT1) unless otherwise first agreed with the Local Planning Authority in writing.

REASON: In the interests of the appearance of the area; 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.

6. Prior to the commencement of development details of biodiversity enhancements to be incorporated into the development shall be submitted to and approved in writing by the Local Planning Authority. Development shall subsequently proceed in accordance with any such approved details.

REASON: To enhance biodiversity in accordance with the Natural Environment and Rural Communities Act 2006 and the National Planning Policy Framework.

7. The dwelling, hereby approved, shall not be first occupied until the approved parking and turning areas 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.

8. No development shall take place beyond damp proof course (dpc) level until details of how and where one Electric Vehicle (EV) charging points will be provided. The development shall be carried out in accordance with the approved details with the charging point provided prior to first occupation of the dwelling.

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.

9. Notwithstanding the provisions of Classes A and B of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development Order) 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no extensions shall be constructed within the curtilage of the dwelling house and no roof additions/alterations shall be carried out unless first agreed in writing with the Local Planning Authority following the submission of a planning application.

REASON: To protect the outlook and privacy of the adjacent residents;
To protect the character and appearance of the locality; To ensure the retention of adequate garden area.

10. The dwelling hereby permitted shall not be occupied until details of water efficiency measures to be installed 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

11. No development shall commence on site until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority (LPA). The Construction Management Plan shall address the following matters:

a) How provision is to be made on site for the parking and turning of operatives'/contractors'/sub-contractors' vehicles and/or construction vehicles;

a) the measures the developer will be implementing to ensure that operatives'/contractors'/sub-contractors' vehicles and/or construction vehicles are parked within the planning application site;

b) the arrangement for deliveries associated with construction works;

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 Winnham Drive to ensure that it is kept clear of any mud or other debris falling from construction vehicles, and

g) the areas to be used for the storage of building materials, plant, excavated materials and huts associated with the implementation of the approved development.

The development shall be carried out in accordance with the approved CMP and 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 LPA. 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. 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.

12. 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.

Note to applicant

The applicant should be aware that as the proposals include the formation of a new or altered access onto the highway, which will include works within the highway, these works will be required to be undertaken in accordance with standards laid down by, and under a license agreement with, the Highway Authority. Full details of how to apply can be found at:

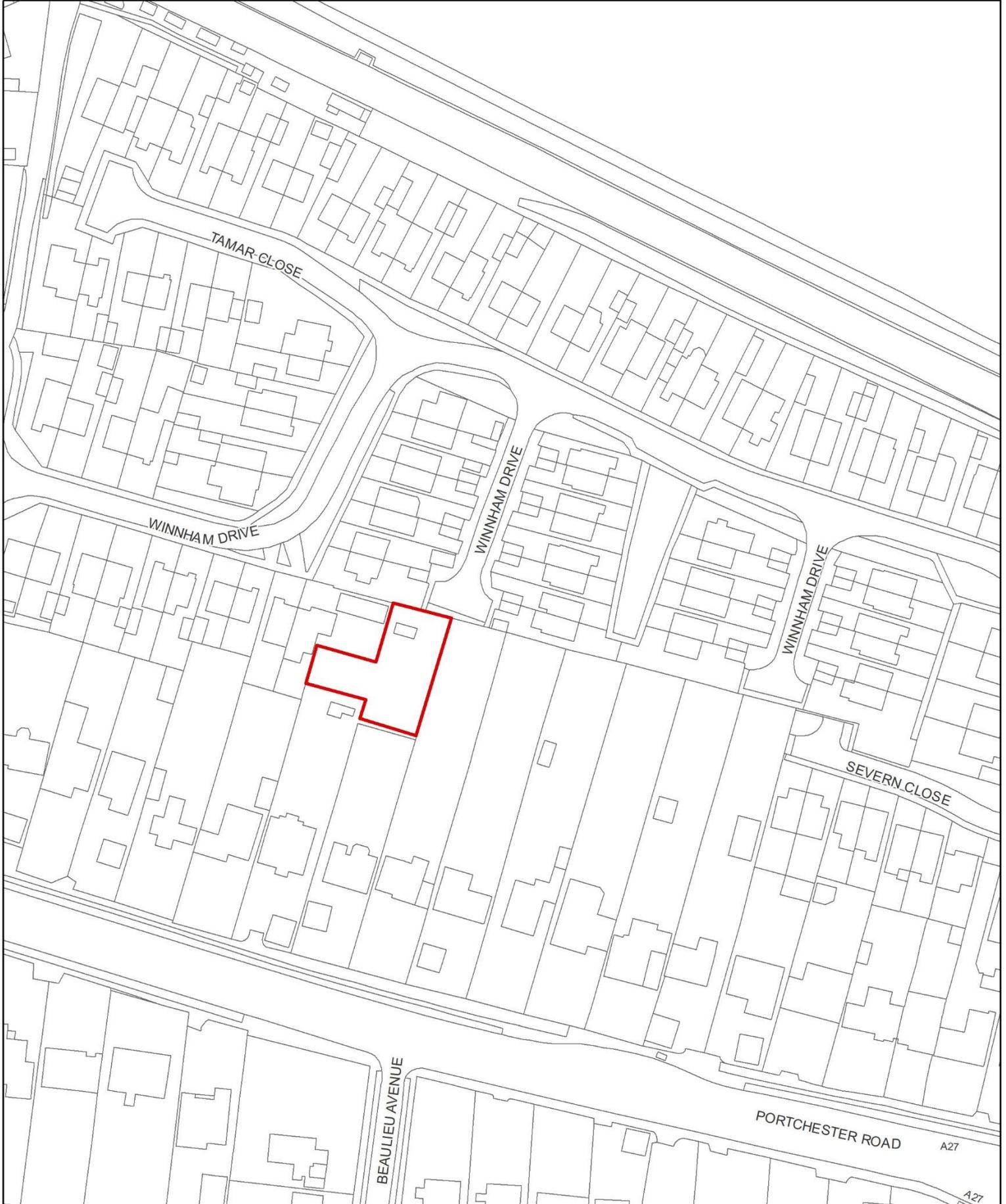
<https://www.hants.gov.uk/transport/licencesandpermits/roadopening>.

The granting of planning permission is independent of the license application, and it is strongly recommended the applicant understands the criteria to be met in order for a license to be granted.

11.0 Background Papers;
P/20/1080/FP

FAREHAM

BOROUGH COUNCIL



Land at Winnham Drive (rear of 64
& 66 Portchester Road) Fareham
Scale 1:1250



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