

## **OFFICER REPORT FOR COMMITTEE**

**DATE: 23/03/2022**

**P/21/1602/FP  
CAMS COTE LTD**

**WARD: PORTCHESTER WEST  
AGENT: VIVID DESIGN STUDIO LTD**

**DEMOLITION OF EXISTING DWELLING AND ERECTION OF A PAIR OF SEMI-DETACHED DWELLINGS ON THE FRONTAGE AND A DETACHED BUNGALOW TO THE REAR**

**61 PORTCHESTER ROAD, FAREHAM, PO16 8AL**

### ***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 application site is located within the urban area to the south of Portchester Road just to the west of the junction with Beaulieu Avenue. The application site shares a boundary with properties on Romsey Avenue to the south.
- 2.2 The site is currently occupied by a detached two storey dwelling which has a large rear garden which extends in a reverse 'L' shape extending slightly to the rear of No.59 Portchester Road to the east.

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

- 3.1 Planning permission is sought for the demolition of the existing dwelling and the erection of a pair of semi-detached 4-bed two storey dwellings on the site frontage (Plots 1 & 2).
- 3.2 An access drive to the eastern side of these dwellings would serve a single detached 4-bed bungalow (Plot 3) at the rear with a detached garage.
- 3.3 Car parking for Plots 1 & 2 would be provided on the site frontage.
- 3.4 Bin storage and cycle parking would be provided on each plot with a bin collection point indicated adjacent to the highway.
- 3.5 The proposed dwellings would comply with the Nationally Described Internal 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 and Titchfield  
CS15: Sustainable Development and Climate Change  
CS16: Natural Resources and Renewable Energy  
CS17: High Quality Design  
CS18: Provision of Affordable Housing

##### **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/20/1227/FP</b>	Demolition of Existing Dwelling and Erection of 4 Dwellings
<b>Refused</b>	25 May 2021 Appeal lodged
<b>P/91/1162/FP</b>	Single Storey Rear Extension
<b>Permission</b>	17 January 1992

**FBC 6824/1**      Erection of Two Storey Side Extension  
**Permission**      14 June 1988

## **6.0 Representations**

6.1 Thirteen representations have been received raising the following concerns;

### *Principle of Development*

- Overdevelopment
- Backland development would be out of character with the area
- This would not assist the housing shortfall
- Setting a precedent for further in-fill development
- The existing property should be retained and renovated

### *Impact to Character/appearance of the area*

- The proposed dwellings would be out of keeping with the streetscene
- The colour of the materials is out of kilter with other properties
- The frontage landscaping would need to be managed

### *Impact to Neighbours*

- The proposed bungalow would be too close to boundaries and would overlook adjacent gardens
- The position of Plots 1 & 2 would result in loss of light and outlook from neighbouring conservatory
- Increased noise from residents and vehicle movements
- A boundary wall between the access and the adjacent property is requested
- Concerns over future maintenance of boundaries
- Disruption, dust and noise during construction period
- Air pollution from additional vehicles
- Proposed tree planting in rear gardens may cause a nuisance

### *Ecology*

- The site has been cleared of dense tree and vegetation coverage
- Impact to wildlife
- Nitrate budget assumes a previous urban use when it was woodland
- Compensatory woodland planting should be undertaken elsewhere

## *Highways*

- Detrimental to highway safety
- Close Proximity of access to Beaulieu Road junction may cause confusion
- Site access should be centrally positioned
- Proximity of access to cycleway
- Detrimental to pedestrian safety on well used route to Cams school
- Additional source of conflict for drivers exiting properties on opposite side of the road
- Car headlights on the access would shine into neighbouring properties
- Potential for traffic waiting on Portchester Road to enter the site thereby causing delays
- A private road junction with no right hand turn or an In/Out arrangement would be preferable
- Underground car parking would keep vehicles out of sight
- The refuse bin collection point is too far from the dwellings
- Insufficient capacity within the bin collection point
- Bins should be stored on the plots
- Damage to pavement/cycle path surface
- Insufficient space for delivery vehicles which may park on road and obstruct visibility
- Insufficient car parking provision
- Parked vehicles would look unattractive within streetscene
- Overspill car parking on local roads

## **7.0 Consultations**

### **EXTERNAL**

#### **Natural England**

7.1 Your appropriate assessment, dated 3 February 2022, 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 (HCC)**

7.2 It is the Highway Authority's view that the width and alignment of the existing access could satisfactorily accommodate the additional vehicle movements

that might be generated by the proposed development without adversely affecting the safety or convenience of users of the adjacent highway.

- 7.3 The access is a minimum of 4.5m wide for at least the first 6.0m into the site and therefore allows entering vehicles to move clear of the highway if a vehicle is also attempting to exit the site.
- 7.4 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. In terms of parking layout, this is generally acceptable with adequately sized spaces and aisle widths for turning. However, it would be requested that the single space for the rear plot is afforded an additional 0.3m step out strip in order to open doors and enter/exit the vehicle.
- 7.5 Under Building Regulations 2000 Part II, paragraph B5: Access and facilities for the fire and rescue service, Section 11: Vehicle Access is the pertinent fire appliance to get within 45 metres of all points within the dwelling but should not be required to reverse further than 20 metres; for distances greater than this appropriate turning facilities are required. In order to comply with the 45 metre distance a fire appliance would need to enter the site to a distance in excess of the maximum reversing distance. The applicant could prevent such an objection by the provision of an appropriate turning facility to accommodate fire appliances or confirm that alternative method of firefighting would be employed.
- 7.6 The bin collection point location is acceptable for operatives, however confirmation should be given from the local refuse collection team that the size is adequate for three dwellings as any overspill could result in obstruction to the access and other highway users.
- 7.7 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

### **Ecology**

- 7.8 The site was previously covered by trees and areas of scrub and it is of concern that habitat clearance has been carried out prior to an ecology survey being undertaken. However, it is understood that the site was purchased by the applicant in its current state. The Preliminary Ecological Appraisal and Preliminary Roost Assessment Survey report by Arbtech confirms that the building on site has negligible potential for roosting bats. This report however lacks any detailed measures which could be implemented to increase the

biodiversity of the site. The suggestions for installing habitat boxes and new native planting are vague and not specific to the site. Therefore, if you were minded to grant permission, a Biodiversity Enhancement Strategy will be required to detail the specific measures to be implemented such as bat and bird features integrated into the design of the new buildings and native planting throughout the development.

## **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) Site History
  - c) Impact on Character and Appearance of the Area
  - d) Impact to Living Conditions of Neighbouring Properties
  - e) Highways
  - f) Ecology
  - g) The Impact upon 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 being defined as 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. 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 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 19<sup>th</sup> January 2022. The report concluded that this Council has 4.31 years of housing supply against the 5YHLS requirement.
- b) Site History
- 8.4 Planning permission was refused in May 2021 for a development of four dwellings on the application site; a pair of semi-detached 4-bed two storey properties on the frontage and two further detached 3-bed chalet bungalows at the rear. The planning application was refused for the following reasons;

*The proposed development is contrary to Policies CS4 and CS17 of the adopted Fareham Borough Core Strategy and Policies DSP13 and DSP15 of the Fareham Borough Local Plan Part 2: Development Sites Policy and the Fareham Borough Design Guidance (excluding Welborne) SPD and is unacceptable in that:*

- i) *by virtue of the subdivision of the plot and the proposed increase in the extent of built form and the number of dwellings to be accommodated on the site the proposal would give rise to an intrusive and cramped form of development which would fail to respond positively to and be respectful of the key characteristics of the area including its landscape, scale, form and spaciousness.*
- ii) *On the basis of the information available it has not been satisfactorily demonstrated that the proposal would not have likely adverse effects on the integrity of European Protected Sites in combination with other developments due to the additional generation of nutrients entering the water environment and the lack of appropriate and appropriately secured mitigation;*
- iii) *In the absence of a legal agreement to secure such, the proposal would fail to provide satisfactory mitigation of the 'in combination' effects that the proposed increase in residential units on the site would cause through increased recreational disturbance on the Solent Coastal Special Protection Areas (SPA's).*

8.5 An appeal has been lodged against the refusal of the Council to grant planning permission. The applicant has indicated that this appeal would be withdrawn if the current application is granted planning permission.

c) Impact on Character and Appearance of the Area

8.6 Policy CS17 (High Quality Design) of the Fareham Borough Council Core Strategy states that development should respond positively to and be respectful of the key characteristics of the area including landscape, scale, form, spaciousness and use of external materials.

8.7 The Council's adopted Design SPD states that proposals for new houses in rear gardens should ensure both the new plot and the remaining plot are similar in size to nearby properties. The Council would generally seek a minimum garden length of 11m however the Design SPD states that in order to preserve the character of an area, larger gardens will be required in more spacious areas.

- 8.8 In determining the previous application for four dwellings Officers were concerned that the resultant minimal plot sizes (11m length) would not be comparable to those within the surrounding area, particularly along the Portchester Road frontage and that they would only satisfy minimum standards. It was also considered that the backland development would be visually intrusive within the area of undeveloped land extending from the rear of the properties on Portchester Road to the south and the properties on Romsey Avenue. By virtue of the number of dwellings proposed and the extent of site coverage with built form it was concluded that the proposal represented overdevelopment of the site which would be detrimental to the character and appearance of the area.
- 8.9 The current application for three dwellings increases the proposed plot sizes providing the frontage properties (Plot 1 & 2) with 15-19m length rear gardens. The single detached bungalow (Plot 3) proposed at the rear of the site would be centrally positioned with ample space all around the property and a private rear garden measuring between 12-17m in length and approx. 15m in width. The height of the bungalow would be limited to a maximum of 4.7m with much of the roofline sitting at a lower level. It is therefore considered by Officers that it would be difficult to continue to pursue an argument that the development would be cramped or represent overdevelopment. Whilst the proposal would result in the introduction of backland development into an area where it is currently not evident, the design and positioning of the dwelling on Plot 3 would serve to reduce its visibility. It is considered that the proximity of the proposed bungalow to the dwellings to the east on Beaulieu Avenue would ensue that it would not appear as an isolated or alien structure within a backland setting, fitting quite comfortably into the surrounding pattern of development. Similar piecemeal development within the rear gardens of properties to the west may not be considered appropriate but any applications for such would need to be considered on their own merits.
- 8.10 There are no concerns in relation to the appearance of Plots 1 & 2 within the streetscene. The existing property has previously been extended and spans much of the plot. The height, scale and bulk of the proposed semi-detached dwellings would be comparable to the existing building. The neighbouring property to the west (No.59) is two storey, whilst the neighbouring property to the east (No.63) is a chalet bungalow. The separation distance between the property to the east and the building on the frontage of the application site would be increased by the positioning of the access drive alongside this boundary. The design of the frontage building incorporates a reduced eaves height to ensure that the transition in heights would be acceptable within the streetscene. Approval of the proposed materials would be subject to a planning condition however there is no uniform approach to design or use of materials evident along Portchester Road. Whilst car parking would be

provided on the frontage, space remains for landscaping to soften the appearance of this hard surfacing together with a low level boundary wall.

d) Impact to Living Conditions of Neighbouring Properties

- 8.11 It is not considered that the proposal would have any unacceptable adverse impact on the living conditions of neighbouring properties by virtue of loss of privacy. The oblique views over the adjacent garden areas of the neighbouring gardens from the first floor rear facing windows within Plots 1 & 2 would be no different to the views at present from the existing dwelling. The first-floor windows proposed within the east elevation of Plot 1 and the west elevation of Plot 2 would be conditioned to be obscure glazed and fixed shut to 1.7m above internal floor level to prevent loss of privacy to neighbouring properties.
- 8.12 The dwelling on Plot 3 is single storey bungalow and the site levels are relatively flat. It is proposed that existing and additional 1.8m close boarded fencing would be erected to enclose the site and to protect the privacy within adjacent garden areas. The neighbouring properties to the south on Romsey Avenue would be in excess of 40m from the proposed bungalow.
- 8.13 Amended plans have been sought by Officers to ensure that the position of the dwelling on Plot 2 would not have an unacceptable impact on the neighbouring property to the West (No.59). This property has a rear conservatory which sits on the party boundary. The proposal as submitted showed the two storey element of the proposed dwelling on Plot 2 extending in excess of 3m beyond the rear conservatory with only 1m separation. The proposal has been amended to reduce the two storey bulk of the dwelling at the rear and move this away from the boundary towards the centre of the site. The two storey element of the proposed dwelling would not breach a 45 degree line taken from the rear corner of the neighbour's rear conservatory.
- 8.14 It is not considered that the use of the proposed access by a single dwelling would result in excessive noise and disturbance to the occupants of the neighbouring property to the east (No.63). It is proposed that the existing 1.8m close boarded fence be retained and there would be a narrow margin between the drive and the fence. It is also not considered that vehicle headlights on the drive would have a significant adverse impact on the living conditions of the occupants of neighbouring properties on the opposite side of Portchester Road.
- 8.15 Officers do not consider that the additional noise arising from the occupants of the proposed dwellings or the fumes generated by vehicles would result in sufficient harm to the living conditions of the adjacent properties to withhold planning permission on this basis.

e) Highways

- 8.16 The County Highways Officer has raised no objection to the proposed vehicular access arrangements on to Portchester Road. The existing access is considered to be of sufficient width to enable two vehicles to pass within the site entrance thus prevent vehicles from waiting on Portchester Road. It is not considered that the proposal would be detrimental to highway safety or to pedestrians/cyclists using the footpath and cycle way along Portchester Road. There are many driveways which emerge on to the pavement and cycle path along the length of the road. It is not considered that the proposal would generate significant vehicle movements and the provision of a bellmouth junction on to Portchester Road to serve only three dwellings is not considered necessary. Visibility splays of 2.4m x 120m can be achieved on the site access.
- 8.17 The proposal makes adequate provision on-site for car parking in accordance with the Council's adopted Residential Car & Cycle Parking SPD. A minimum of three car parking spaces would be provided per 4-bed dwelling. Plot 3 would have a garage in addition to this and all properties would be provided with secure cycle parking. A bin collection point is indicated adjacent to the highway with bin storage shown within the rear gardens. The proposed bin collection point is of ample size to accommodate three bins on each collection day.
- 8.18 The applicant's agent is of the view that the turning head to Plot 3 would enable a fire engine to turn on-site to exit in a forward gear. This would need to be demonstrated in order to satisfy the Building Regulations however in the event that this is not possible then the installation of a sprinkler system would be a satisfactory alternative and would then become a requirement under the Building Regulations.

f) Ecology

- 8.19 The rear garden has unfortunately been cleared of all vegetation prior to the submission of the planning application but it is understood this clearance was undertaken by a previous owner in excess of two years ago. The current condition of the site, identified at survey, has been accepted as the baseline condition in terms of demonstrating a biodiversity net gain.
- 8.20 The application is supported by a Preliminary Ecological Appraisal (PEA) and the existing dwelling has been subject to a Preliminary Bat Roost Assessment (PRA). The existing dwelling was assessed to have negligible suitability to support roosting bats and therefore no further survey work is required. The site consists of bare ground with sparse scrub and ruderal patches which have limited value to support common reptile species. Clearance of the vegetation on site is likely to have caused any reptiles to disperse from the

site. As such, the site has negligible habitat value to support reptiles. No other suitable habitat for protected species was identified.

- 8.21 As requested by the Council's Ecologist the submission of a Biodiversity Enhancement Strategy will be secured by planning condition to detail the specific measures to be implemented such as bat and bird features integrated into the design of the new buildings and native planting throughout the development. The proposals will need to demonstrate a biodiversity net gain as is required by paragraph 170 of the National Planning Policy Framework.

g) The Impact upon Protected Sites

- 8.22 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.
- 8.23 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.
- 8.24 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).
- 8.25 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.
- 8.26 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.

- 8.27 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).
- 8.28 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.
- 8.29 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 1.4 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 as it forms part of the residential curtilage of the existing dwelling. 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.
- 8.30 The applicant has purchased 1.5 kg of nitrate mitigation 'credits' from a wetland scheme at Whitewool Farm and provided the Council with the completed allocation agreement to confirm. Through the operation of a legal agreement between the landowners (William and James Butler), the tenant (Butler Farms) and Fareham Borough Council dated 3rd November 2021, the purchase of the credits will result in a corresponding reduction in nitrogen entering the Solent marine environment.
- 8.31 The Council's appropriate assessment concludes that the proposed mitigation and planning conditions will ensure no adverse effect on the integrity of the 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**

- 8.32 In summary it is considered that the previous reasons for refusal have been addressed by the reduction in the number of units and the substitution of two chalet bungalows at the rear of the plot with a single storey bungalow. It is not considered that the proposal would have any unacceptable adverse impact on the character or appearance of the surrounding area, the living conditions of neighbouring residential properties, highway safety, or ecology. It is not considered that the proposal would have an adverse effect on the integrity of the PS as appropriate mitigation has been secured. 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) Site Location Plan (1:1250) – drwg No. 10
  - b) Block Plan – drwg No. 11 Rev A
  - c) Proposed Site Plan – drwg No. 12 Rev A
  - d) Proposed Floor Plans (Plot 1 & 2) – drwg No. 13 Rev A
  - e) Proposed Plans & Elevations (Plot 3) – drwg No. 14
  - f) Proposed Streetscenes – drwg No. 15 Rev A
  - g) Proposed Access Plan – drwg No. 16 Rev A
  - h) Proposed Roof Plans & Elevations (Plot – drwg No.17)
  - i) Preliminary Ecological Appraisal and Preliminary Roost Assessment Survey (Arbtech, Jan 2021)
  - j) Nitrate Neutrality Report  
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. The development shall thereafter be carried out in accordance with the approved details and the hard surfaced areas subsequently retained as constructed.

REASON: To secure the satisfactory appearance of the development

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

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

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

6. The first floor windows proposed to be inserted into the east and west side elevations of Plots 1 & 2 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 properties.

7. 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.

8. None of the dwellings hereby permitted shall be first occupied until the bicycle storage relating to them, as shown on the approved plan (drwg No. 12 Rev A), 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.

9. None of the development hereby permitted shall be occupied until the bin collection point (drwg No. 12 Rev A) has 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.

10. No development shall take place beyond damp proof course (dpc) level until details of how and where Electric Vehicle (EV) charging points will be provided at the following level:

- a) At least one Electric Vehicle (EV) charging point per dwelling with allocated parking provision;

The development shall be carried out in accordance with the approved details with the charging point(s) provided prior to first occupation of the dwelling to which it serves.

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

11. Development shall proceed in accordance with the precautionary measures set out in Section 4.0 (Conclusions, Impacts and Recommendations) of the Preliminary Ecological Appraisal and Preliminary Roost Assessment Survey (Arbtech, Jan 2021).

REASON: To ensure that protected species are not harmed.

12. Prior to the commencement of development a detailed scheme of biodiversity enhancements to be incorporated into the development shall be submitted for written approval to the Local Planning Authority. Development shall subsequently proceed in accordance with the approved details.

REASON: to enhance biodiversity in accordance with NPPF and the Natural Environment and Rural Communities Act 2006.

13. 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

14. The landscaping scheme, submitted under Condition 13, 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.

15. Notwithstanding the provisions of Classes A, B, and C 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, no additions or alterations to the roof of the dwelling on Plot 3 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 character and appearance of the locality; To ensure the retention of adequate garden area; To ensure adequate car parking provision; To protect the privacy of neighbouring properties.

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

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

17. 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;

- b) 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;
- c) the measures for cleaning the wheels and underside of all vehicles leaving the site;
- d) a scheme for the suppression of any dust arising during construction or clearance works;
- e) the measures for cleaning Portchester Road to ensure that it is kept clear of any mud or other debris falling from construction vehicles, and
- f) 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.

18. 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 public holidays, unless otherwise first agreed in writing with the Local Planning Authority.

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

## **10.0 *Background Papers***

Application documents and all consultation responses and representations received as listed on the Council's website under the application reference

number, together with all relevant national and local policies, guidance and standards and relevant legislation.

# FAREHAM BOROUGH COUNCIL



61 Portchester Road  
Fareham  
Scale 1:1250



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