



## NOTICE OF MEETING

<b>Meeting:</b>	<b>Planning (Major Sites) Sub-Committee</b>
<b>Date and Time:</b>	<b>Tuesday, 31 October 2017 at 10 am</b>
<b>Place:</b>	<b>Council Chamber, Civic Offices, Fleet</b>
<b>Telephone Enquiries to:</b>	<b>01252 774131 Alison Cottrell</b> <a href="mailto:alison.cottrell@hart.gov.uk">alison.cottrell@hart.gov.uk</a>
<b>Members:</b>	<b>Cockarill, Morris, Radley (James), Wheale</b>

Joint Chief Executive

CIVIC OFFICES, HARLINGTON WAY  
FLEET, HAMPSHIRE GU51 4AE

---

## AGENDA

**COPIES OF THIS AGENDA ARE AVAILABLE IN LARGE PRINT  
AND BRAILLE ON REQUEST**

- 1 ELECTION OF CHAIRMAN**
- 2 ELECTION OF VICE CHAIRMAN**
- 3 MINUTES OF PREVIOUS MEETING**

The Minutes of the meeting held on 6 December 2016 are attached to be confirmed and signed as a correct record. **Paper A.**

**4 APOLOGIES FOR ABSENCE**

**5 CHAIRMAN'S ANNOUNCEMENTS**

**6 DECLARATIONS OF INTEREST**

To declare disclosable pecuniary, or any other, interests.

**7 APPLICATION NO. 17/00372/FUL - EDENBROOK, HITCHES LANE, FLEET**

Proposal - (Phase 3-7) Full application for the provision of 141 dwellings (9x 1-bed, 30x 2-bed, 61x 3-bed, 33x 4-bed, 8x 5-bed), including 24 affordable, with associated access, parking and landscaping works (including works to Hitches Lane Country Park).  
[Alternative layout to that previously permitted by outline planning permission 13/02513/OUT] **Paper B**

**RECOMMENDATION: GRANT**

**Date of Despatch: 24 October 2017**

*The Human Rights Act 1998 (the Act) has incorporated part of the European Convention on Human Rights into English law. Any recommendation either to take or not to take enforcement action has been assessed to make sure that the decision is compatible with the Act. If there is a potential conflict, this will be highlighted in the individual report on the relevant item.*

## **PLANNING (MAJOR SITES) SUB COMMITTEE**

**Date and Time:** Tuesday, 6 December 2016 at 10 am

**Place:** Council Chamber, Civic Offices, Fleet

**Present:**

### **COUNCILLORS**

Billings, Gorys, Morris, Radley (James)

**In attendance:** Blewett

#### **Officers:**

Emma Whittaker	Development Manager Team Leader
Nick Steevens	Head of Regulatory Services
Neil Weeks	Shared Legal Services
Phil Sheppard	Infrastructure Manager
Adam Green	Countryside Manager
Andrew Ratcliffe	Landscape Architecture
Gill Chapman	Committee Services

### **1 ELECTION OF CHAIRMAN**

Councillor James Radley was elected Chairman.

### **2 ELECTION OF VICE CHAIRMAN**

Councillor Morris was elected Vice Chairman

### **3 MINUTES OF THE PREVIOUS MEETING**

The Minutes of the meeting held on the 31 July 2015 were agreed and signed as a correct record.

### **4 APOLOGIES FOR ABSENCE**

None.

### **5 CHAIRMAN'S ANNOUNCEMENTS**

None.

### **6 DECLARATIONS OF INTEREST**

No declarations made.

## **7 DEVELOPMENT APPLICATIONS**

The addendum was circulated and the updated information accepted. The applications set out in the accompanying schedule were considered and decisions made as shown.

The meeting closed at 12.10 pm

**MAJOR SITES SUBCOMMITTEE  
31 OCTOBER 2017**

**APPLICATION NO.**

17/00372/FUL

**LOCATION**

Edenbrook Hitches Lane Fleet Hampshire

**PROPOSAL**

(Phase 3-7) Full application for the provision of 141 dwellings (9x 1-bed, 30x 2-bed, 61x 3-bed, 33x 4-bed, 8x 5-bed), including 24 affordable, with associated access, parking and landscaping works (including works to Hitches Lane Country Park). [Alternative layout to that previously permitted by outline planning permission 13/02513/OUT]

**RECOMMENDATION: GRANT**

**THE SITE:**

The site forms the northern and western section of the wider 47 hectare area site that was the subject of the planning permission referred to above. The site is located to the west of Hitches Lane between Jack Reid's Copse to the south and existing residential properties in the earlier phase of the Edenbrook development, in Blackthorn, Foxtails and Willowbourne, to the north.

**THE PROPOSAL:**

The application seeks consent for the erection of a total of 141 dwellings including 24 affordable homes (Outline permission 13/02513/OUT). This is effectively a revision to a previously consented scheme which would result in a total of 59 additional dwellings on site. The area of land to be developed would remain within the core of the previously approved development, i.e. the development would not creep onto the Country Park or Leisure Centre land.

As a result of the proposal to increase the total number of dwellings, the size and design of the previously approved dwellings would change resulting in a general reduction in dwelling and plot size.

A schedule of accommodation shows the mix as follows

9 x 1 bed dwellings  
30 x 2 bed dwellings  
61 x 3 bed dwellings  
33 x 4 bed dwellings  
8 x 5 bed dwellings

The majority of proposed houses are 3-4 bed, with limited 1-2 bed and 5 bed provision. The total number of car parking spaces provided for the application would amount to 431. A total of 24 affordable housing units would also be provided.

**PLANNING HISTORY:**

**13/02513/MAJOR**

Outline planning permission was granted in September 2014 for 193 dwellings, including 50 extra care flats, a new leisure center and sports pitches, an extension to the Hitches Lane Country Park, plus associated parking, access, highways, infrastructure and landscaping works on land at Edenbrook, Hitches Lane, Fleet.

**15/00154/MAJOR**

Reserved Matters application pursuant to planning permission 13/02513/MAJOR for provision of 143 housing units and the Country Park parts of the outline scheme, including the provision of affordable housing - granted July 2015.

**15/00392/REM**

Reserved Matters application pursuant to planning permission 13/02513/MAJOR for the provision of a new build leisure centre, with 4No. 5-a-side all weather pitches, 1No. floodlit 3G football pitch, 2No. Junior turfed football pitches and ancillary car park and landscaping was granted in August 2015.

**CONSULTEES RESPONSES**

**Highways**

No objection subject to conditions.

**Drainage (Internal)**

No Objection

**Environment Agency Thames Area**

No objection subject to conditions

**HCC Local Lead Flood Authority**

No objection subject to conditions

**Grounds Management**

No objection

**Streetcare Officer (Internal)**

No objection subject to conditions

**Housing (Internal)**

No objection

**Fleet Town Council**

Objection

' Provision of affordable housing is poor ' should be providing for younger people and not using a care home to make the numbers. A care home in the middle of a development with no nearby amenities is a poor idea

' Lack of infrastructure ' local schools/doctors already full, no shops nearby, no buses etc..

' Waste lorries cannot get to all the properties and would have to resort to reversing round estate roads which with parked cars is both impractical and dangerous

' Poor design

- ' Sang space is on a flood plain so is unusable most of the year
- ' Housing mix is very family orientated
- ' Overdevelopment of site with the addition of 59 dwellings unacceptably increasing overall density.
- ' The police comments should be taken into account.

**Tree Officer (Internal)**

No Objection subject to conditions.

**Environmental Health (Internal)**

It is recommended that a standard Contaminated Land condition be placed as general safeguard to the proposed sensitive development.

**Housing (Internal)**

No Objection

Hart's current planning policy requires the provision of 40% affordable housing on schemes of this size in this location. This application is for an additional 59 residential dwellings to the original Edenbrook Village site (13/02513/MAJOR) and is offering 24 affordable housing properties on site which is acceptable.

The proposed mix of rental / shared ownership is acceptable, other matters are agreed.

**NEIGHBOUR COMMENTS**

7 letters of objection have been received making the following comments:

- Relating to Speeding vehicles and parking, traffic volumes and queues
- Cutting down trees and disturbance to wildlife in the country park
- Flooding of the country park
- Further harm to the Local Gap
- Additional funding will not help improve roads and infrastructure.

[Officer Note: none of these comments relates to matters directly with this development]

**CONSIDERATIONS**

**Hart District Council Local Plan (Replacement) 1996 – 2006**

- GEN1 - General policy for development
- GEN4 - General Design Policy
- GEN7 - Policy for noise sensitive developments
- GEN12 - Design Against Crime
- ALTG13 - Affordable Housing
- CON1 - Nature Conserv European Designations
- CON2 - Nature Conserv Designations

- CON5 - Nature conserv Species Protected
- CON8 - Trees, Woods & Hedgerows Amenity Value
- URB12 - Residential Development Criteria
- URB23 - Open Space Req's with New Development
- T1 - Integrated Transport Network
- T2 - Public Transport General
- T14 - Transport and Development
- T16 - Improvements Made Necessary by Dev

**Background:**

This planning application relates to the previously approved applications 13/02513/MAJOR (Outline) and 15/00154/MAJOR (Reserved Matters); although the site area is smaller than the previously approved schemes as these applications exclude the now built leisure center, the extra care block and some of the previously approved units located towards the front of the site. The result of this application is that there would be overlapping consents on the site i.e. the applicants would be able to implement this permission in combination with the leisure center (already built and operational) and part of the original permission or they could revert entirely back to the original permission.

Amended plans were received and consulted on 05.07.2017 and addressed issues in relation to highways and drainage.

**CONSIDERATION:**

**Principle of Development:**

The site has extant permission for the development of housing and a new Leisure Centre. The permission has been implemented and therefore the principle of development on this land has been agreed by the Council. This application relates to a redesign within the core of the of the development that has already been approved.

**Layout, Amount and Mix:**

The general layout is largely similar to the previously approved scheme. There are four areas of the proposed layout that differ from the previously approved scheme and it is in these areas that the “additional” dwellings are to be located. The layout of these “amended areas” follows the same principle and board form and layout of the approved scheme and in that regard are acceptable. Additional (above that which was approved on the previously consented scheme) soft landscaping has been proposed so as to soften the appearance of the development and maintain a well landscaped environment.

The proposed housing mix is acceptable.

The amended layout would look to lessen this identified impact by retaining the general layout and established building lines. Whilst there would be an increase in the amount of dwellings on the perimeter with the Country Park and thereby increasing the built form on the boundary, the increase would still allow for views through the development with areas of internal and external landscaping to break up and soften the views. The majority of the new dwellings would be within the core of the site and as such would lessen the impact of the proposed dwellings on the surrounding open countryside.

**Affordable Housing:**

The proposed development would provide for a total of 51 affordable housing units which is 40% of the total number of proposed dwellings on this site; this complies with the Local Plan requirements.

**Design:**

The proposed dwellings provide a high quality design approach that is attractive and sustainable, whilst being adaptable. The affordable housing element of the proposal will not be clearly distinguishable from private housing by way of its design and consideration has been given to the servicing of the dwellings.

The proposed dwellings are considered to be consistent in terms of the design and materials proposed with the approved development at the Hitches Lane site. The amendments / additions in design terms are therefore considered in keeping with the development and the street scene and as such are acceptable and comply with Local Plan Policies.

**Impact on Amenity:**

As this is essentially a redesign within the core of a development that has already been permitted there is no adverse effect upon existing neighbours. The layout proposed is largely similar to the previously approved scheme and those dwellings that would remain unaltered are acceptable.

Subject to the relevant planning conditions, it is considered that the scheme is acceptable and that there would be no harm to the amenities of future occupiers.

**Highways - Access and Car Parking Provision**

The Councils highway officer has assessed the scheme in relation to trip generation, parking and public transport and has no objection subject to conditions. The level of car parking proposed is acceptable.

**Traffic Impact:**

The Applicant has demonstrated that the traffic impact of the additional 59 dwellings will not be detrimental to the public highway: in the worst case scenario, it will add one more vehicle to the queue at Hitches Lane arm of the Hitches Lane-Site Access roundabout. This is considered acceptable and no objection is raised on these grounds.

Councillor Forster has however raised the following issues that need to be addressed:

- a) The additional car parking need (including visitors) from more dwellings is likely greater than envisioned and the number of spaces inadequate.

Highway Officer Response – The spaces standards to be provided in this development meet in full the standards adopted by the Council. There is no shortfall when assessed against adopted standards.

- b) There is a need for more robust parking planning, restrictions, and yellow lines /enforcement in particular on Emerald Way and on Hitches Lane.

Highway Officer Response – This is not an issue directly associated with this development proposals. Nevertheless the applicant has already put in traffic management proposals that deal with this issue. It is for Hampshire County Council to decide if a traffic order should be imposed albeit current Emerald Way is not an adopted highway. It may be better for this to be a Clearway along Hitches Lane - removing any parking would free road space and allow drivers to speed, whereas, parking would restrict road space and restrict speeding.

- c) The access along and off Hitches Lane is frequently grid locked and the new additional houses will exacerbate this therefore potentially there is a need to review highways more comprehensively in light of current reality.

Highway Officer response – The evidence does not currently support such an assertion and indeed it is inconsistent with the view that speeding traffic is an issue.

This will be absorbed into the Edenbrook traffic management plan, and is currently under the successful management of the developers parking Management Company.

- d) Pedestrian access to Calthorpe school is unsafe and may need a proper pedestrian crossing for safety.

Highway Officer Response –A proper pedestrian crossing is provided through a pedestrian island, and which has good forward visibility of approaching vehicles, and is lit by an adjacent street lamp. There is also a keep left sign, also lit, and keep left bollards. The need for any additional measures are not generated by this development. In any event, Hampshire County Council will decide if there is a need for any further measures.

- e) Cycle access to Fleet Station is inadequate (safety and capacity) and needs upgrading.

Highway Officer response - The need for additional cycle storage at Fleet Station is not directly related to the development of the site and in any event Hampshire County has already secured £2m for the original development and additional £181k from the current development to secure any additional cycle storage at the station if necessary.

In event, the footways to and from the development are shared pedestrian and cycle routes, appropriately signed and with courdory paving slabs at crossing points. Also, cyclists can travel to Fleet station via the Tavistock Road, Calthorpe Park [Baker way], then onwards via The Views, and onto Fleet Road to and from the station.

Cycle storage at the station is well used, and would benefit from additional parking, but would require further discussion with Network Rail, as all parking is on its land. There have been discussions with the previous train operator [TOC] to upgrade cycle parking, but it is not known if this has continued with the new TOC.

f) The speed limit between Crookham Village and Fleet along Hitches Lane needs lowering particularly recognising the additional traffic flow these extra houses will cause and the safety concern at the exit roundabout

Highway Officer response - Speed limits are set by County. The site is within a 30mph speed limit, and has well designed connections with the public network. No additional work could be made to the roundabout.

g) Traffic speeds on Elvetham Rd and Hitches Lane (Near Fitzroy) will be detrimented by the additional homes traffic and funds should be allocated to methods to reduce speeding.

Highway Officer response - Hampshire County Council will determine how any funds collected will be spent. Nevertheless, the provision of new homes would not make existing traffic speed any worse, but may due to the volume of traffic during peak periods, improve speed control at busy periods. Nonetheless, Hitches Lane has been monitored over the years - 2006, 2010, 2011 and 2017 - and the 85%-ile speed was 35mph, 40mph or 45mph. The road environment would lead drivers to believe the speed limit for the road is 40mph, irrespective of the provision of street lamps, and could be a cause of the measured speeds.

The only effective method of speed control would be [a] speed tables, or [b] chicanes/priority islands, as used and subsequently removed on Elvetham Road. These solutions would need to be evidence based, and require input from county to agree.

Over the past five years, there have been three slight collisions in the road near the site: one at Fitzroy Rd [2013], one at Glendale Park [2015], and one adjacent to Calthorpe School [2014].

h) Concern over access to leisure centre and traffic flow in and out of restricted entrance to leisure centre car park which may conflict with residential traffic.

Highway Officer response - This is a typical junction layout, no further work is needed

### **Internal Layout:**

The Council's Highways Officer has reviewed the application and following amendments to the access and a safety audit, proposed access, internal roads and footpath links are acceptable in terms of highways safety.

### **Flooding and Flood Risk:**

This redesign relates to changes within the core of a development that has already been approved. The proposal is considered to provide appropriate measures subject to condition to mitigate against on and off-site flood risk and therefore complies with saved policy GEN11.

### **Trees and Landscaping:**

There are no trees indicated for removal however there are several minor incursions into the circular root protection areas (RPA's) of T12,31 and 36. In line with current guidance, compensatory area has been allowed for within the site layout and tree protection plan.

The supplied Arboricultural Method Statement provides for a pre-commencement meeting, a scheme of site supervision and completion statement. This detail is critical in ensuring that tree protection measures are implemented as intended and that the scheme is implemented without adverse impact to retained trees. A completion statement must be submitted to the LPA before any tree protection condition is fully discharged.

The supplied information confirms that the key arboricultural features of the site may be retained in the long-term, subject to the implementation of protective measures.

### **Impact on the Thames Basin Heaths Special Protection Area (TBH SPA):**

The applicant has agreed to complete a planning obligation linking this permission to the previously approved permission and in doing so they will provide an additional contribution towards SAMM and SANG provision to ensure that the “additional” dwellings have adequate mitigation. This is acceptable and with mitigation the proposed development would have no significant effect on the integrity of the SPA.

### **Biodiversity**

The baseline ecology report (Derek Finnie Associates, February 2017) provides an update to the suite of ecology reports carried out previously for the outline permission. The majority of the site is presently cleared land which has a low value in itself for biodiversity. The biodiversity officer supports the recommendations made in the 2017 ecology report.

Additionally it is known that little-ringed plovers (protected under Schedule 1 of Wildlife and countryside Act 1981 as amended) have been found across the wider site, presumably on passage. However, given that this species has nested in the wider area (elsewhere within Hart and neighbouring Rushmoor) there is a possibility they could use the site for nesting. Little ringed plover nest on bare ground and could use the site. Workers should remain vigilant at all times during the breeding season and if birds are discovered the local authority ecologist should be contacted for advice.

There is no objection to the application on the grounds of biodiversity subject to the recommendations in the ecology report being implemented in full.

### **Infrastructure Legal Agreement**

A deed of Variation has been completed by all the relevant parties to ensure that the terms of the original agreement (pursuant to the original application) in conjunction with the additional infrastructure contributions due to the uplift in the number of units are also binding upon this permission.

The additional (over and above what has already been agreed) contributions are as follows:

Transport £181,149  
Primary Education £303,540  
Secondary Education £314,969  
District Leisure £216,359  
Parish Leisure £58,058  
SANG £382,899  
SAMM Contribution £30,950

## **Conclusions**

The proposed dwellings are acceptable and subject to condition, comply with saved policies of the Hart District Local Plan.

The completion of a planning obligation to link this permission to the original scheme and to secure the required uplift in infrastructure/SPA mitigation would ensure that there would be sufficient mitigation for the proposals impact on community infrastructure. Securing such contributions complies with the requirements of Regulation 122 of the Community Infrastructure Regulations (2010).

## **CONDITIONS**

- 1 The development hereby permitted shall be begun before the expiration of one year from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby approved shall be carried out in accordance with the following approved drawings and documents:

S820-1-01 Rev G, S820/P139 Rev B, S820/P140-142 RevB, S820/P143-145, S820P179-182 RevA, S820/P183-186 RevA, S820/P196&197 Rev A, S820/P201-211/01 Rev A, S820/P201-211/02 Rev A, S820/G3 Rev A., CLDL - 2332-01.1,2,&3 ROI, 5633.550 Rev D/551 Rev D/ 552 Rec C/553 Rev C/554 Rev C/ 555 Rev D/ 556 rev D/ 530 Rev A/ 531 Rev B 532 Rev B / 533 Rev C / 524 Rev C / 535 Rev C/ 536 Rev D/ 502 Rev D/ 503 Rev E/ 504/ Rev C / 505 Rev D 506 Rev C/ 507 Rev D/ 508 Rev F. 5535.401 rev A, Plot Plans - 72-200

Arboricultural Impact Appraisal and Method Statement ref: I3208-AA3-DC and Tree Protection Plan I3208- BT6,

Reason: For the avoidance of doubt, and in the interests of proper planning.

- 3 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting this Order with or without modification) no enlargement or alteration of any of the dwelling houses located on plots 1 to 17, 19 to 49, 51 to 59 and 64 to 80 (inclusive), as detailed on the approved Illustrative Masterplan (drawing number 00275F\_MP\_01\_PA Revision P1, dated 15.01.15), as permitted by Class A and B of Part 1 of the Second Schedule of the Order, shall be constructed.

Reason: To ensure the retention of a satisfactory appearance to the development, to avoid overdevelopment of the site and to satisfy saved Policy GEN1 of the Hart District Local Plan (Replacement) 1996-2006 and First Alterations to the Hart District Local Plan (Replacement) 1996-2006.

- 4 The approved parking facilities for vehicles shall not be used for any purpose other than the parking of motorised vehicles and access shall be maintained at all times to allow them to be used as such.

Reason: To ensure that the development is provided with adequate parking to prevent the likelihood of on-street car parking and to satisfy saved policy GEN1 in the Hart District Local Plan.

- 5 No construction or delivery of materials shall take place at the site except between 07:30 hours to 18:00 hours weekdays or 08:00 to 13:00 hours Saturdays. No construction or deliveries of materials shall take place on Sundays or Public Holidays.

Reason: To protect the amenity of nearby residential occupiers and to satisfy saved Policy GEN 1 of the Hart District Local Plan.

- 6 The construction of the surface water drainage system, including the use of source control measures, shall be carried out in accordance with the details agreed as part of the application reference 13/02513/OUT (or such scheme subsequently approved in writing by the local planning authority). The details agreed shall be fully implemented before any buildings on the site are occupied. No spoil or building materials shall be deposited or stored in any part of the site liable to flood before, during, or after the construction of the development hereby permitted.

Reason: To prevent the increased risk of flooding, to improve water quality and to satisfy Policy GEN 1 of the Hart District Local Plan.

- 7 Hard and soft landscaping works shall be fully carried out in accordance with the approved details, including the approved timetable, and to a reasonable standard in accordance with the relevant provisions of appropriate British Standards or other recognised codes of good practice. The Council shall be notified in writing of the completion of the scheme or any agreed phase of such scheme.

Any trees or plants which, within a period of five years after approved completion, are removed, die or become, in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of similar species, size and number as originally approved, unless the Council gives its written consent to any variation.

Reason: To ensure the provision of amenity afforded by appropriate landscaping and to satisfy saved policy GEN1 of the Hart District Local Plan.

- 8 The construction of the surface water drainage system, including the use of source control measures, shall be carried out in accordance with the details agreed as part of the 'Addendum to Flood Risk Assessment and Drainage Statement' compiled by Stuart Michael Associates dated Jan 17 ref number 5535-FRA&DS and associated

drawing 5535.401 `Floodplain mitigation and modification level for level compensation. The details agreed shall be fully implemented before any buildings on the site are occupied. No spoil or building materials shall be deposited or stored in any part of the site liable to flood before, during, or after the construction of the development hereby permitted.

Reason: To prevent the increased risk of flooding, to improve water quality and to satisfy Policy GEN I of the Hart District Local Plan.

- 9 Any trees, hedges or hedgerows (or parts thereof) removed without the consent of the local planning authority, or which die or become, in the authority's opinion, seriously damaged or otherwise defective within five years of the practical completion of the approved development shall be replaced and/or shall receive remedial action as required by the authority. Such works shall be implemented as soon as is reasonably practical and, in any case, replacement planting shall be implemented by not later than the end of the following planting season, with trees or plants of such size and species and in such number and positions as may be approved in writing by the local planning authority.

Reason: To ensure the continuity of amenity afforded by existing vegetation and to satisfy Policy GEN I of the Hart District Local Plan.

- 10 No construction or delivery of materials shall take place at the site except between 07:30 hours to 18:00 hours weekdays or 08:00 to 13:00 hours Saturdays. No construction or deliveries of materials shall take place on Sundays or Public Holidays.

Reason: To protect the amenity of nearby residential occupiers and to satisfy saved Policy GEN I of the Hart District Local Plan.

- 11 The approved parking facilities for vehicles shall not be used for any purpose other than the parking of motorised vehicles and access shall be maintained at all times to allow them to be used as such.

Reason: To ensure that the development is provided with adequate parking to prevent the likelihood of on-street car parking and to satisfy saved policy GEN I in the Hart District Local Plan.

- 12 Any window serving a bathroom, wc or en-suite as marked on the approved plans shall also be glazed with obscured glass and shall be permanently maintained in that condition.

Reason: To protect the privacy of the adjoining property and to prevent overlooking and to comply with saved policy GEN I of the Hart District Local Plan 1996-2006.

- 13 Prior to the commencement of development soft landscaping plans shall be submitted to and approved by the Local Planning Authority. These will need to show the height of every relevant fence, hedge and vegetation that is sensitive to obscure sightlines. Every hedge or fence located in a position that is likely to obstruct visibility, such as behind or in front of parking bays or along road bends, must not be higher than 0.60m and permanently maintained thereafter.

Reason: To ensure highway safety.

- 14 Prior to the commencement of development details of parking bays located in parallel to the road which need to be delimited by appropriate bollards in order to prevent the addition of on-street parking that could obstruct residential points of access and cause an inadequate internal operation of the site for pedestrians, cycles and all kind of vehicles, including emergency and refuse shall be included with hard landscaping plans and permanently maintained thereafter.

Reason: To prevent the likelihood of on-street parking and its consequences.

- 15 A Traffic and Parking Management Scheme shall be submitted to and approved by the Local Planning Authority in writing before development commences and must include (but not be limited to) the following:

- a. Adoptable roads - it is required the identification of sections along which on-street parking is a possibility in order to determine the necessity of yellow lines to prevent on-street parking prior to offering the road for adoption. The developer is to work with HDC in implementing the Parking Management Scheme where it is unsafe to park prior to offering the road for adoption despite the likelihood of on-street parking being low.
- b. Company to manage the scheme on Berkeley's behalf and terms of contract.
- c. Where on-street parking is allowed, justification will be required.
- d. Determination of particular parking bays for emergency and delivery vehicles as only purpose. Associated clear and visible signage and enforcement measures.
- e. Estate roads - non-adopted. Cars will not be permitted to park on the roadway or straddle pavements.
- f. Visitor spaces - restriction of usage.
- g. Commercial vehicles - restriction of entrance and circulation, if any.
- h. Enforcement signage - where it is to be located and what is to be advised. Payment of this signage must be by Berkeley up front.
- i. Enforcement patrol - frequency; ticketing system and other relevant matters.

Reason: In the interests of highway safety.

- 16 Details of levels, longitudinal and cross sections, drainage details, crossing points, construction details and all relevant materials of every road and footpath of the development need to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works in order to ensure the quality of the roads and footpaths in accordance with Hampshire County Council adoptable standards to ensure a safe circulation for all highway users.

Reason: In the interests of highway safety.

- 17 Prior to the commencement of development a Construction Method Statement needs to be submitted to and approved by the Local Planning Authority. It must include how the works will impact on the public highway by submitting information related to site access, material storage areas, parking of visitors and construction vehicles, loading and unloading activities, and measures to prevent mud and dust on the highway. A scheme to explain how damage caused to the highway will be

managed along with the expected timescale of repairing works, depending on the grade of damage, also needs to be submitted and approved.

Reason: In the interests of highway safety.

- 18 The development permitted by this planning permission shall be carried out in accordance with the submitted 'Flood Risk Assessment' (FRA), 'Addendum to Flood Risk Assessment and Drainage Statement' (dated January 2017) and associated drawing number 5535.401, titled 'Floodplain mitigation and modification level for level compensation' (dated March 2017) and shall include the following mitigation measures detailed within:

1. Finished floor levels will be set no lower than 63.2metres above Ordnance Datum (AoD),
2. A flood water storage compensation scheme up to and including the flood level of 63.7m AoD as shown in drawing numbers 5535.401 (dated March 2017) and 3846.902, revision B, dated 16.05.14 shall be fully implemented and maintained for the lifetime of the development.

The mitigation measures shall be fully implemented and maintained for the lifetime of the development in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: This condition is sought in accordance with paragraph 103 of the National Planning Policy Framework (NPPF) and seeks to reduce the risk of flooding to the proposed development and future occupants.

- 19 No development shall take place until a scheme for the provision and management of minimum 8 metre wide buffer zones measured from the top of the bank alongside the River Hart and the Sandy Lane Ditch shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved schemes and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping; and could form a vital part of green infrastructure provision. The schemes shall include:

- plans showing the extent and layout of all buffer zones,
- details of any proposed planting scheme (use of UK native species only),
- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term including adequate financial provision and the named body responsible for management plus production of a detailed management plan.
- details of any proposed footpaths, fencing, lighting (all lighting should be downward facing only)

Reason: This condition is sought in accordance with paragraphs 109 and 118 of the National Planning Policy Framework (NPPF) and seeks to protect the biodiversity habitats and green infrastructure corridors.

- 20 All works must be carried out in accordance with the approved details set out in tree protection Protection Plan I3208-BT6 and Arboricultural Method Statement I3208-AA3-DC (including scheme of site supervision and pre-commencement meeting

between Site Manager, Project Arboriculturist and the LPA Tree Officer), unless otherwise agreed in writing by the Local Planning Authority.

The trees shall be protected in accordance with the approved details for the duration of works on the site, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the continuity of amenity afforded by vegetation and to satisfy saved policy GEN1 of the Hart District Local Plan.

- 21 Prior to the commencement of development confirmation of method of installation for drainage swale in relation to T24 shall be submitted to and approved by the Local Planning Authority in writing before development commences.

Reason; To ensure the continuity of amenity afforded by vegetation and to satisfy saved policy GEN1 of the Hart District Local Plan.

- 22 No work shall take place until details of the supply and approval of utility/drainage plans (including method of installation where within the Root Protection Area of retained trees) have been submitted to and approved in writing by the Local Planning Authority.

Reason; To ensure the continuity of amenity afforded by existing vegetation and to satisfy saved policy GEN1 of the Hart District Local Plan.

- 23 Unless otherwise agreed in writing the ecological mitigation measures set out in the Bioscan Edenbrook Village Ecological Assessment 2013 and letters dated 12th March 2014 (reference RR/1053/OFI) and 10th March 2014 (reference RR/1053/HDCI) and updated in the Derek Finnie Associates report dated Feb 2017 shall be implemented as set out in the above mentioned reports/letters.

Reason; To ensure appropriate ecological enhancement and to satisfy Saved Policy GEN1 of the Hart District Local Plan

- 24 Unless otherwise agreed by the Local Planning Authority, no development shall commence until an updated contaminated land report to assess potential contaminants has been prepared, submitted and agreed in writing with the Local Planning Authority in accordance with the 4 stage strategy below. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing.

I. Site Characterisation

The investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The

written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
  - o human health,
  - o property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
  - o adjoining land,
  - o groundwaters and surface waters,
  - o ecological systems,
  - o archeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s). This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

## 2. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

## 3. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

## 4. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of clause 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Clause 2, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with Clause 3.

Reason: To ensure that the land is properly decontaminated where appropriate and to satisfy Saved Policies GEN1 and GEN9 of the Hart District Local Plan

## **INFORMATIVES**

- I The Council works positively and proactively on development proposals to deliver sustainable development in accordance with the NPPF. In this instance:

The applicant was advised of the necessary information needed to process the application and, once received, the application was acceptable and no further engagement with the applicant was required.

Case Officer: Graeme Felstead

**MAJOR SITES SUB COMMITTEE**  
**31 OCTOBER 2017**

**APPLICATION NO.**

17/00372/FUL

**LOCATION**

Edenbrook, Hitches Lane, Fleet, Hampshire.

**PROPOSAL**

(Phase 3-7) Full application for the provision of 141 dwellings (9x 1-bed, 30x 2-bed, 61x 3-bed, 33x 4-bed, 8x 5-bed), including 24 affordable, with associated access, parking and landscaping works (including works to Hitches Lane Country Park). [Alternative layout to that previously permitted by outline planning permission 13/02513/OUT]

**RECOMMENDATION: GRANT**

**THE SITE:**

The site forms the northern and western section of the wider 47 hectare area site that was the subject of the planning permission referred to above. The site is located to the west of Hitches Lane between Jack Reid's Copse to the south and existing residential properties in the earlier phase of the Edenbrook development, in Blackthorn, Foxtails and Willowbourne, to the north.

**THE PROPOSAL:**

The application seeks consent for the erection of a total of 141 dwellings including 24 affordable homes (Outline permission 13/02513/OUT). This is effectively a revision to a previously consented scheme which would result in a total of 59 additional dwellings on site. The area of land to be developed would remain within the core of the previously approved development i.e. the development would not creep onto the Country Park or Leisure Centre land.

As a result of the proposal to increase the total number of dwellings, the size and design of the previously approved dwellings would change resulting in a general reduction in dwelling and plot size.

A schedule of accommodation shows the mix as follows

- 9 x 1 bed dwellings
- 30 x 2 bed dwellings
- 61 x 3 bed dwellings
- 33 x 4 bed dwellings
- 8 x 5 bed dwellings

The majority of proposed houses are 3-4 bed, with limited 1-2 bed and 5 bed provision. The total number of car parking spaces provided for the application would amount to 431. A total of 24 affordable housing units would also be provided.

## PLANNING HISTORY:

### 13/02513/MAJOR

Outline planning permission was granted in September 2014 for 193 dwellings, including 50 extra care flats, a new leisure centre and sports pitches, an extension to the Hitches Lane Country Park, plus associated parking, access, highways, infrastructure and landscaping works on land at Edenbrook, Hitches Lane, Fleet.

### 15/00154/MAJOR

Reserved Matters application pursuant to planning permission 13/02513/MAJOR for provision of 143 housing units and the Country Park parts of the outline scheme, including the provision of affordable housing - granted July 2015.

### 15/00392/REM

Reserved Matters application pursuant to planning permission 13/02513/MAJOR for the provision of a new build leisure centre, with 4No. 5-a-side all weather pitches, 1No. floodlit 3G football pitch, 2No. Junior turfed football pitches and ancillary car park and landscaping was granted in August 2015.

## CONSULTEES RESPONSES

### Highways

No objection subject to conditions.

### Drainage (Internal)

No objection

### Environment Agency Thames Area

No objection subject to conditions

### HCC Local Lead Flood Authority

No objection subject to conditions

### Grounds Management

No objection

### Streetcare Officer (Internal)

No objection subject to conditions

### Housing (Internal)

No objection

### Fleet Town Council

Objection

' Provision of affordable housing is poor ' should be providing for younger people and not using a care home to make the numbers. A care home in the middle of a development with no nearby amenities is a poor idea.

' Lack of infrastructure ' local schools/doctors already full, no shops nearby, no buses etc..

' Waste lorries cannot get to all the properties and would have to resort to reversing round estate roads which with parked cars is both impractical and dangerous.

' Poor design.

- ' Sang space is on a flood plain so is unusable most of the year.
- ' Housing mix is very family orientated.
- ' Overdevelopment of site with the addition of 59 dwellings unacceptably increasing overall density.
- ' The police comments should be taken into account.

**Tree Officer (Internal)**

No objection subject to conditions.

**Environmental Health (Internal)**

No objection.

It is recommended that a standard Contaminated Land condition be placed as general safeguard to the proposed sensitive development.

**Housing (Internal)**

No objection.

Hart's current planning policy requires the provision of 40% affordable housing on schemes of this size in this location. This application is for an additional 59 residential dwellings to the original Edenbrook Village site (13/02513/MAJOR) and is offering 24 affordable housing properties on site which is acceptable.

The proposed mix of rental/shared ownership is acceptable, other matters are agreed.

**Hampshire Children's Services**

No Objection subject to a Section 106 agreement to secure a contribution towards additional primary school places and additional secondary school places in the school place planning area in order to mitigate the impact of the development on educational infrastructure and ensure that sufficient school places are provided to accommodate the additional children expected to be generated by the development.

Without the provision of a contribution towards additional secondary school places the County Council, as Local Education Authority, would object to the proposal on the grounds that the impact on the existing infrastructure cannot be sufficiently mitigated and therefore the development is unacceptable in planning terms.

**NEIGHBOUR COMMENTS**

7 letters of objection have been received making the following comments:

- Relating to Speeding vehicles and parking, traffic volumes and queues.
- Cutting down trees and disturbance to wildlife in the country park.
- Flooding of the country park.
- Further harm to the Local Gap.
- Additional funding will not help improve roads and infrastructure..

[Officer Note: none of these comments relates to matters directly with this development]

**CONSIDERATIONS**

**Hart District Council Local Plan (Replacement) 1996 – 2006**

- GENI - General policy for development

- GEN4 - General Design Policy
- GEN7 - Policy for noise sensitive developments
- GEN12 - Design Against Crime
- ALTGI3 - Affordable Housing
- CON1 - Nature Conserv European Designations
- CON2 - Nature Conserv Designations
- CON5 - Nature Conserv Species Protected
- CON8 - Trees, Woods & Hedgerows Amenity Value
- URB12 - Residential Development Criteria
- URB23 - Open Space Req's with New Development
- T1 - Integrated Transport Network
- T2 - Public Transport General
- T14 - Transport and Development
- T16 - Improvements Made Necessary by Dev

**Background:**

This planning application relates to the previously approved applications 13/02513/MAJOR (Outline) and 15/00154/MAJOR (Reserved Matters); although the site area is smaller than the previously approved schemes as these applications exclude the now built leisure centre, the extra care block and some of the previously approved units located towards the front of the site. The result of this application is that there would be overlapping consents on the site i.e. the applicants would be able to implement this permission in combination with the leisure centre (already built and operational) and part of the original permission or they could revert entirely back to the original permission.

Amended plans were received and consulted on 05.07.2017 and addressed issues in relation to highways and drainage.

**CONSIDERATION:**

**Principle of Development:**

The site has extant permission for the development of housing and a new Leisure Centre. The permission has been implemented and therefore the principle of development on this land has been agreed by the Council. This application relates to a redesign within the core of the development that has already been approved.

### **Layout, Amount and Mix:**

The general layout is largely similar to the previously approved scheme. There are four areas of the proposed layout that differ from the previously approved scheme and it is in these areas that the “additional” dwellings are to be located. The layout of these “amended areas” follows the same principle and board form and layout of the approved scheme and in that regard are acceptable. Additional (above that which was approved on the previously consented scheme) soft landscaping has been proposed so as to soften the appearance of the development and maintain a well landscaped environment.

The proposed housing mix is acceptable.

The amended layout would look to lessen this identified impact by retaining the general layout and established building lines. Whilst there would be an increase in the amount of dwellings on the perimeter with the Country Park and thereby increasing the built form on the boundary, the increase would still allow for views through the development with areas of internal and external landscaping to break up and soften the views. The majority of the new dwellings would be within the core of the site and as such would lessen the impact of the proposed dwellings on the surrounding open countryside.

### **Affordable Housing:**

The proposed development would provide for a total of 51 affordable housing units which is 40% of the total number of proposed dwellings on this site; this complies with the Local Plan requirements.

### **Design:**

The proposed dwellings provide a high quality design approach that is attractive and sustainable, whilst being adaptable. The affordable housing element of the proposal will not be clearly distinguishable from private housing by way of its design and consideration has been given to the servicing of the dwellings.

The proposed dwellings are considered to be consistent in terms of the design and materials proposed with the approved development at the Hitches Lane site. The amendments/ additions in design terms are therefore considered in keeping with the development and the street scene and as such are acceptable and comply with Local Plan Policies.

### **Impact on Amenity:**

As this is essentially a redesign within the core of a development that has already been permitted there is no adverse effect upon existing neighbours. The layout proposed is largely similar to the previously approved scheme and those dwellings that would remain unaltered are acceptable.

Subject to the relevant planning conditions, it is considered that the scheme is acceptable and that there would be no harm to the amenities of future occupiers.

### Education Provision

Hampshire Children's Services confirm no objections subject to a Section 106 agreement to secure a contribution school places to mitigate the impact of the development on educational infrastructure and ensure that sufficient school places are provided to accommodate the additional children expected to be generated by the development.

The County Council confirms however, that it is not possible to advise on the detail of the works required to the school(s) at this time, as feasibility studies and consultation must be undertaken to identify the best way of accommodating the children, however, the contribution will be used to directly mitigate the impact of the development and any part of the contribution that is not utilised will be returned to the developer.

Without the provision of a contribution towards the provision of additional secondary school places the County Council, as Local Education Authority, would object to the proposal on the grounds that the impact on the existing infrastructure cannot be sufficiently mitigated and therefore the development is unacceptable in planning terms.

A financial contribution towards secondary education is therefore to be secured.

### Highways - Access and Car Parking Provision

The Councils highway officer has assessed the scheme in relation to trip generation, parking and public transport and has no objection subject to conditions. The level of car parking proposed is acceptable.

### Traffic Impact:

The Applicant has demonstrated that the traffic impact of the additional 59 dwellings will not be detrimental to the public highway: in the worst case scenario, it will add one more vehicle to the queue at Hitches Lane arm of the Hitches Lane-Site Access roundabout. This is considered acceptable and no objection is raised on these grounds.

The following issues that need to be considered:

- a) The additional car parking need (including visitors) from more dwellings is likely greater than envisioned and the number of spaces inadequate.

**Officer Comment** – the internal layout has been revised to ensure that full onsite parking is provided with the respective plots and that visitor parking is provided throughout the development in convenient locations. A Management Company will enforce parking restrictions on all unadopted highway sections within the site.

- b) There is a need for more robust parking planning, restrictions, and yellow lines /enforcement in particular on Emerald Way and on Hitches Lane.

**Officer Comment** – Drop off parking associated with Calthorpe Park School is an issues. Emerald way is currently unadopted. The applicant has agreed that the Council can impose a traffic order to enforce no parking restrictions. There is ample contractor parking within the site which will be enforced by the applicant.

- c) The access along and off Hitches Lane is frequently grid locked and the new additional houses will exacerbate this therefore potentially there is a need to review highways more comprehensively in light of current reality.

**Officer Comment** – Parent drop off parking contributes considerably to access problems along Hitches Lane. The school will in time review its own access arrangements but in the meantime the Council can pursue a traffic order to prevent causal drop off parking along Hitches Lane reinforced by the applicant putting in measures along the Edenbrook I site boundary to discourage verge parking.

- d) Pedestrian access to Calthorpe School is unsafe and may need a proper pedestrian crossing for safety.

**Officer Comment** - The Local Infrastructure Fund secured gives the Council the ability to support a request to Hampshire Highways that a more robust pedestrian crossing is created.

- e) Cycle access to Fleet Station is inadequate (safety and capacity) and needs upgrading.

**Officer Comment** - Subject to Network Rail/South Western Railways approval this can be funded out of the Local Infrastructure Fund.

- f) The speed limit between Crookham Village and Fleet along Hitches Lane needs lowering particularly recognising the additional traffic flow these extra houses will cause and the safety concern at the exit roundabout.

**Officer Comment** - Subject to HCC approval the respective Traffic order seeking to reduce the currently deregistered speed limit to 30/40mph can be funded out of the Local Infrastructure Fund.

- g) Traffic speeds on Elvetham Rd and Hitches Lane (Near Fitzroy) will be detrimented by the additional homes traffic and funds should be allocated to methods to reduce speeding.

**Officer Comment** - Subject to HCC approval the traffic calming measures (speed tables for example) can be funded out of the Local Infrastructure Fund

- h) Concern over access to leisure centre and traffic flow in and out of restricted entrance to leisure centre car park which may conflict with residential traffic.

**Officer Comment** – The proposed Traffic Order would ensure that the entrance way to the Leisure Centre is kept clear from obstruction.

### **Internal Layout:**

The Council's Highways Officer has reviewed the application and following amendments to the access and a safety audit, proposed access, internal roads and footpath links are acceptable in terms of highways safety.

### **Flooding and Flood Risk:**

This redesign relates to changes within the core of a development that has already been approved. The proposal is considered to provide appropriate measures subject to condition to mitigate against on and off-site flood risk and therefore complies with saved policy GEN11.

### **Trees and Landscaping:**

There are no trees indicated for removal however there are several minor incursions into the circular root protection areas (RPA's) of T12,31 and 36. In line with current guidance, compensatory area has been allowed for within the site layout and tree protection plan.

The supplied Arboricultural Method Statement provides for a pre-commencement meeting, a scheme of site supervision and completion statement. This detail is critical in ensuring that tree protection measures are implemented as intended and that the scheme is implemented without adverse impact to retained trees. A completion statement must be submitted to the LPA before any tree protection condition is fully discharged.

The supplied information confirms that the key arboricultural features of the site may be retained in the long-term, subject to the implementation of protective measures.

### **Impact on the Thames Basin Heaths Special Protection Area (TBH SPA):**

The applicant has agreed to complete a planning obligation linking this permission to the previously approved permission and in doing so they will provide an additional contribution towards SMM and SANG provision to ensure that the "additional" dwellings have adequate mitigation. This is acceptable and with mitigation the proposed development would have no significant effect on the integrity of the SPA.

### **Biodiversity**

The baseline ecology report (Derek Finnie Associates, February 2017) provides an update to the suite of ecology reports carried out previously for the outline permission. The majority of the site is presently cleared land which has a low value in itself for biodiversity. The biodiversity officer supports the recommendations made in the 2017 ecology report.

Additionally it is known that little-ringed plovers (protected under Schedule 1 of Wildlife and countryside Act 1981 as amended) have been found across the wider site, presumably on passage. However, given that this species has nested in the wider area (elsewhere within Hart and neighbouring Rushmoor) there is a possibility they could use the site for nesting. Little ringed plover nest on bare ground and could use the site. Workers should remain vigilant at all times during the breeding season and if birds are discovered the local authority ecologist should be contacted for advice.

There is no objection to the application on the grounds of biodiversity subject to the recommendations in the ecology report being implemented in full.

## Infrastructure Planning Obligation

Planning obligations (S106s) assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. Planning obligations may only constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development

- acceptable in planning terms,
- directly related to the development, and
- fairly and reasonably related in scale and kind.

These tests are set out as statutory tests in the [Community Infrastructure Levy Regulations 2010](#) and as policy tests in the National Planning Policy Framework

There is already an existing S106 Planning Obligation linked to the 2013 outline planning permission I(3/02513/MAJOR). This secured:

- 40% affordable housing;
- Primary/Secondary Education - £694,688;
- County Park Management - £49,030;
- New Leisure Centre - £7,609,131;
- High Contribution - £714,144 (along with junction improvements to Hitches Lane/Reading Road North and Fleet Road/Elvetham Heath Way/Reading Road North roundabouts);
- Parish Leisure - £200,000;
- 75 space SANG Car park;
- Allotments;
- BMX track;
- County Park enhancement - £302,841 plus £100,000 maintenance contribution;
- SANK - £119,850.

A deed of Variation has been agreed to ensure that the terms of the original agreement (pursuant to the original application) in conjunction with the additional infrastructure contributions due to the uplift in the number of units are also binding upon this permission.

The additional (over and above what has already been agreed) contributions are as follows:

- Transport £181,149;
- Secondary Education £314,969;
- District Leisure £216,359;
- Local Infrastructure Projects (£361,598);
- SANG £382,899;
- SAMM Contribution £30,950.

## Conclusions

The proposed dwellings are acceptable and subject to condition, comply with saved policies of the Hart District Local Plan.

The completion of a planning obligation to link this permission to the original scheme and to secure the required uplift in infrastructure/SPA mitigation would ensure that there would be sufficient mitigation for the proposals impact on community infrastructure. Securing such contributions complies with the requirements of Regulation 122 of the Community Infrastructure Regulations (2010).

## Amendments to Proposed Conditions

### Additional Condition

Remove Permitted development rights for Garage conversions.

Parking Allocation Plan to be approved.

### Condition 2

The condition needs to make reference to all drawings submitted. These need to be added

- Plot 71 Floor Plans and Elevations – drawing S820/P71
- Plot 72 & 73 Floor Plans and Elevations – drawing S820/P72 & 73
- Plot 74 & 75 Floor Plans and Elevations – drawing S820/P74 & 75
- Plot 76 & 78 Floor Plans and Elevations – drawing S820/P76 & 78
- Plot 79-81 Floor Plans and Elevations – drawing S820/P79-81
- Plot 82-84 Elevations – drawing S820/82-84/02
- Plot 82-84 Floor Plans – drawing S820/82-84/01
- Plot 85 & 86 Floor Plans and Elevations – drawing S820/P85 & 86
- Plot 87 Floor Plans and Elevations – drawing S820/P87
- Plot 88 & 90 Floor Plans and Elevations – drawing S820/88 & 90
- Plot 90 Floor Plans and Elevations – drawing S820/P90
- Plot 91 Floor Plans and Elevations – drawing S820/P91
- Plot 92 Floor Plans and Elevations – drawing S820/P92
- Plot 93 & 94 Floor Plans and Elevations – drawing S820/P93 & 94
- Plot 95 Floor Plans and Elevations – drawing S820/P95
- Plot 96-100 Floor Plans – drawing S820/P96-100/01
- Plot 96-100 Elevations – drawing S820/P96-100/02
- Plot 101 & 102 Floor Plans and Elevations – drawing S820/P101 & 102
- Plot 103-110 GF & FF Plans and Elevations – drawing S820/P103-110/01
- Plot 103-110 Second Floor Plans and Elevations – drawing S820/P1/03
- Plot 103-110 Elevations – drawing(S820/P1/03
- Plot 111 Floor Plans and Elevations – drawing S820/P111
- Plot 112 Floor Plans and Elevations – drawing S820/P112
- Plot 113 Floor Plans and Elevations – drawing S820/P113
- Plot 114 Floor Plans and Elevations – drawing S820/P114
- Plot 115 Floor Plans and Elevations – drawing S820/P115
- Plot 116 Floor Plans and Elevations – drawing S820/P116
- Plot 117 Floor Plans and Elevations – drawing S820/P117
- Plot 118 & 119 Floor Plans and Elevations – drawing S820/P118 & 119
- Plot 120 Floor Plans and Elevations – drawing S820/P120
- Plot 121 Floor Plans and Elevations – drawing S820/P121
- Plot 122 Floor Plans and Elevations – drawing S820/P122
- Plot 123-125 Floor Plans and Elevations – drawing S820/P123-125
- Plot 126-128 Floor Plans and Elevations – drawing S820/P126-128
- Plot 129 & 130 Floor Plans and Elevations – drawing S820/P129 & 130
- Plot 131 Floor Plans and Elevations – drawing S820/P131
- Plot 132 Floor Plans and Elevations – drawing S820/P132

- Plot 133 Floor Plans and Elevations – drawing S820/P133
- Plot 134 Floor Plans and Elevations – drawing S820/P134
- Plot 135 Floor Plans and Elevations – drawing S820/P135
- Plot 136 Floor Plans and Elevations – drawing S820/P136
- Plot 137 Floor Plans and Elevations – drawing S820/P137
- Plot 138 Floor Plans and Elevations – drawing S820/P138
- Plot 146-148 Floor Plans and Elevations – drawing S820/P112
- Plot 149-150 Floor Plans and Elevations – drawing S820/P149-150
- Plot 151 Floor Plans and Elevations – drawing S820/P151
- Plot 152 & 153 Floor Plans and Elevations – drawing S820/P152 & 153
- Plot 154 & 155 Floor Plans and Elevations – drawing S820/P154 & 155
- Plot 156 & 157 Floor Plans and Elevations – drawing S820/P156 & 157
- Plot 158 Floor Plans and Elevations – drawing S820/P158
- Plot 159-162 Floor Plans – drawing S820/P159-162/01
- Plot 159-162 Elevations – drawing S820/P159-162 /02
- Plot 163 Floor Plans and Elevations – drawing S820/P163
- Plot 164-167 Floor Plans – drawing S820/P 164-167/01
- Plot 164-167 Elevations – drawing S820/P 164-167/02
- Plot 168 & 169 Floor Plans and Elevations – drawing S820/P168 & 169
- Plot 170 & 171 Floor Plans and Elevations – drawing S820/P170 & 171
- Plot 172 & 176 Floor Plans and Elevations – drawing S820/P172 & 176
- Plot 177 & 178 Floor Plans and Elevations – drawing S820/P177-178
- Plot 187-195 Floor Plans and Elevations – drawing S820/P187-195
- Plot 198-200 Floor Plans and Elevations – drawing S820/P198-200
- Garage Details- Sheet 1 - Plans & Elevations – drawing S820/G1
- Garage Details- Sheet 2 - Plans & Elevations – drawing S820/G2

#### Soft Landscaping

- Soft Landscaping (1) - drawing – CLDL- 2332-01.1 R01
- Soft Landscaping (2) - drawing – CLDL- 2332-01.2 R01
- Soft Landscaping (3) - drawing – CLDL- 2332-01.3 R01
- Country Park Plan – drawing D2270 L.102 (needs adding)
- Country Park Plan – drawing D2270 L.103 (needs adding)

#### Pavement Finishes and Kerb Types

- Pavement Finishes and Kerb Types – Sheet 3 - drawing – 5633.550 Rev D
- Pavement Finishes and Kerb Types – Sheet 4 - drawing – 5633.551 Rev D
- Pavement Finishes and Kerb Types – Sheet 5 - drawing – 5633.552 Rev C
- Pavement Finishes and Kerb Types – Sheet 6 - drawing – 5633.553 Rev C
- Pavement Finishes and Kerb Types – Sheet 7 - drawing – 5633.554 Rev C
- Pavement Finishes and Kerb Types – Sheet 8 - drawing – 5633.555 Rev D
- Pavement Finishes and Kerb Types – Sheet 9 - drawing – 5633.556 Rev D

#### Proposed Levels

- Proposed Levels – Sheet 3 - drawing – 5633.530 Rev A
- Proposed Levels – Sheet 4 - drawing – 5633.531 Rev B
- Proposed Levels – Sheet 5 - drawing – 5633.532 Rev B
- Proposed Levels – Sheet 6 - drawing – 5633.533 Rev C

- Proposed Levels – Sheet 7 - drawing – 5633.524 Rev C
- Proposed Levels – Sheet 8 - drawing – 5633.535 Rev C
- Proposed Levels – Sheet 9 - drawing – 5633.536 Rev D

#### Scheme Layout

- Scheme Layout – Sheet 3 - drawing – 5633.502 Rev D
- Scheme Layout – Sheet 4 - drawing – 5633.503 Rev E
- Scheme Layout – Sheet 5 - drawing – 5633.504 Rev C
- Scheme Layout – Sheet 6 - drawing – 5633.505 Rev D
- Scheme Layout – Sheet 7 - drawing – 5633.506 Rev C
- Scheme Layout – Sheet 8 - drawing – 5633.507 Rev D
- Scheme Layout – Sheet 9 - drawing – 5633.508 Rev F

#### Vertical Profiles

- Vertical Profiles – Sheet 1 (5633.520)
- Vertical Profiles – Sheet 2 (5633.521)
- Vertical Profiles – Sheet 3 (5633.522)
- Vertical Profiles – Sheet 4 (5633.523)
- Vertical Profiles – Sheet 5 (5633.524)
- Vertical Profiles – Sheet 6 (5633.525)
- Vertical Profiles – Sheet 7 (5633.526)
- Vertical Profiles – Sheet 8 (5633.527)

#### Supporting Documents

- Arboricultural Impact Appraisal and Method Statement ref: I3208-AA3-DC
- Tree Protection Plan – drawing I3208-BT5
- FRA\_Drainage Strategy (3846.02\_02.08.2013) (needs to be added)
- FRA\_3846\_Appendices\_July\_2013
- FRA\_3486\_Figures\_July\_2013
- Hydraulic Modelling Report with Annexures (5535\_01\_06.02.17)

#### Condition 10

Is a duplicate of condition 5, this can be removed

#### Condition 11

Is a duplicate of condition 4, this can be removed

#### Condition 13

Is not necessary – soft landscaping is dealt with under conditions 2 and 7

#### Condition 14

The trigger be amended to “prior to occupation”.

The condition also references the hard landscaping drawings, which are approved under conditions 2 and 7 so the reference to hard landscaping can be removed.

Condition 16

Is not necessary, already referenced in approved drawings (5633.502-508 and 520-527)

Condition 17

A Construction Method Statement has already been approved under the outline permission. The condition should be amended to cross reference to that approved document.

Condition 18

Is a duplicate of condition 8.

In addition, the levels have already been approved under condition 2

Condition 19

A management plan has already been approved under the outline conditions. The condition should be amended to cross reference to that approved document.

Condition 20

Is not necessary as the document / drawing is approved under condition 2

Condition 21

The requirement for “prior to commencement” should be amended to “prior to commencement of works in proximity of T24...” to remove the requirement for it to be pre-commencement of the whole scheme?

Condition 22

Utilities have already been implemented under the outline permission – this condition is therefore not necessary.

## **PLANNING (MAJOR SITES) SUB COMMITTEE**

**Date and Time:** Tuesday, 31 October 2017 at 10am

**Place:** Council Chamber, Civic Offices, Fleet

**Present:**

### **COUNCILLORS**

Morris, Radley (James), Wheale

In attendance: Councillor Forster

Officers:

Daryl Phillips	Joint Chief Executive
Nick Steevens	Head of Regulatory Services
Amanda Nauth	Shared Legal Services
Alison Cottrell	Committee Services

### **1 ELECTION OF CHAIRMAN**

Councillor Radley was elected Chairman.

### **2 ELECTION OF VICE CHAIRMAN**

Councillor Cockarill was elected Vice Chairman.

### **3 MINUTES OF THE PREVIOUS MEETING**

The minutes of the meeting held on 6 December 2016 were agreed and signed as a correct record.

### **4 APOLOGIES FOR ABSENCE**

Apologies had been received from Councillor Cockarill.

### **5 CHAIRMANS'S ANNOUNCEMENTS**

The Chairman announced that there would be a Planning (Major Sites) Sub Committee Meeting taking place on the 8 November 2017 at 10 am in the Council Chamber at Hart.

### **6 DECLARATIONS OF INTEREST**

None.

## **7 APPLICATION NO 17/00372/FUL - EDENBROOK, HITCHES LANE, FLEET**

Proposal - (Phase 3-7) Full application for the provision of 141 dwellings (9x 1-bed, 30x 2-bed, 61x 3-bed, 33x 4-bed, 8x 5-bed), including 24 affordable, with associated access, parking and landscaping works (including works to Hitches Lane Country Park). [Alternative layout to that previously permitted by outline planning permission 13/02513/MAJOR]

Members discussed the following:-

- The development was within the area previously granted planning permission (13/02513/MAJOR) and there was no encroachment beyond agreed development boundaries into the adjacent SANG/County Park
- The development was of a high quality and a continuation of the existing design and character that had already been permitted
- 40% affordable housing was still to be provided across the entire development
- That provision had been made for 431 car parking spaces in accordance with adopted standards
- The following highway issues were also considered:
  - the internal layout has been revised to ensure that full onsite parking was provided with the respective plots and that visitor parking provided throughout the development in convenient locations. A Management Company would enforce parking restrictions on all unadopted highway sections within the site.
  - That vehicle tracking has been undertaken to ensure refuse vehicles can access the site safely.
  - Drop off parking associated with Calthorpe Park School was an issue. Emerald Way is currently unadopted. The applicant had agreed that the Council could impose a traffic order to enforce no parking restrictions.
  - There was ample contractor parking within the site which will be enforced by the applicant.
  - Parent drop off parking contributed considerably to access problems along Hitches Lane. The school would in time review its own access arrangements but in the meantime the Council can pursue a traffic order to prevent causal drop off parking along Hitches Lane reinforced by the applicant putting in measures along the Edenbrook I site boundary to discourage verge parking.
  - The Local Infrastructure Fund secured gave the Council the ability to support a request to Hampshire Highways that a more robust pedestrian crossing outside Calthorpe Park School was created.
  - Subject to Network Rail/South Western Railways approval additional cycle storage at Fleet Station could be funded out of the Local Infrastructure Fund.
  - Subject to HCC approval the respective traffic order seeking to reduce the currently deregistered speed limit to 30/40mph could be funded out of the Local Infrastructure Fund.
  - Subject to HCC approval the traffic calming measures along Elvetham Road (speed tables for example) could be funded out of the Local Infrastructure Fund.
  - The proposed Emerald Way traffic order would ensure that the entrance way to the Leisure Centre is kept clear from obstruction.
  - That a white van parking area will not be provided.

- That the SANG would include a BMX park and that it is hoped that engagement with the scheme provider will ensure that this is something that Hart can be proud of.
- The layout and mix of housing was acceptable.
- That the care home is not part of the application being considered as it is already granted.
- That some of the conditions have been amended and are detailed in the revised document provided to the meeting.
- That the S106 obligation linked to the 2013 outline planning permission provided a lot of infrastructure.
- That there is a leisure contribution and that play areas and the distance to walk to them was under consideration.
- Whether the location of play areas could be indicated prior to property being sold to ensure that there were no surprises for purchasers/residents.
- That there were no alleys on the development that could encourage/shelter criminal behaviour to allay any potential concerns that may be raised by the Police.
- An additional condition would be imposed removing permitted development rights for garage conversions and where necessary permitted development rights should be removed for other alternations to dwelling houses. (Officers to determine this in consultation with the developer).

Thanks were offered to Councillor Forster and officers for the amount of work that had taken place behind the scenes in relation to the scheme.

## **DECISION**

SUBJECT to the prior completion of a Section 106 Planning Obligation to secure additional (over and above what has already been agreed under planning permission 13/02513/MAJOR) contributions:

- Transport £181,149
- Secondary Education £314,969
- District Leisure £216,359
- Local Infrastructure Projects (£361,598)
- SANG £382,899
- SAMM Contribution £30,950

The Head of Regulatory Services be authorised to GRANT permission subject to updated conditions as circulated at the Sub Committee meeting.

The meeting closed at 10.37 am.

**HART DISTRICT COUNCIL  
PLANNING (MAJOR SITES) SUB-COMMITTEE  
DEVELOPMENT APPLICATIONS**

**Decisions/Recommendations 6 December 2016**

**Item No: I01 - I6/00606/REM – Hatchwood Cottage, Farnham Road, Odiham, Hook, RG29 IAB**

Reserved matters relating to appearance, landscaping, layout and scale pertaining to I5/00829/OUT: Development of up to 35 dwellings (including affordable units), new access from Farnham Road and other ancillary works. (Land South of Farnham Road, Odiham, Hampshire, RG29 IAQ).

Amended plans had been submitted in relation to plots 34 and 35 (closest to Hatchwood Cottage) which had the effect of lowering the ridge heights of these dwellings by 300mm; the ground levels for these two plots had been reduced to allow this reduction in the overall ridge height. The amendments were considered to lessen any potential for an impact on the amenities of the occupiers of Hatchwood Cottage. They would also have an acceptable impact in the street scene when viewed from Farnham Road and the future street scene from within the site.

Amended plans had also been submitted in relation to the bin store enclosures to be located in the courtyard section in the centre of the site. The original bin stores were of an open pergola design; they had been made more enclosed so as to improve their appearance.

Officers summarised the issues and members discussed the plans in detail covering:

- 1 Amendments from the Addendum
- 2 Amended plans for plots 34 and 35 with lower ridge heights
- 3 Suitability of the location of the play area
- 4 The finished levels on the site
- 5 Design of the two dwellings at the Farnham Road end of the site
- 6 Design of plots 22 and 23 including the use of trees to reduce overlooking
- 7 Location of the storage points and collection arrangements for refuse
- 8 Internal roads
- 9 Design of the courtyard car parking area in the centre of the site

Members agreed the following items be reflected in the decision:

- To seek amended plans on the relocation of the play area, ie that the play area be moved into the green corridor, making the area safer for children. Amended plans should show the new location by the public footpath.
- That it be made clear that site levels have to be within building tolerances. Details of the method of construction, and finished floor levels should be required; this should be secured by planning condition. Officers were asked to be very explicit that the heights shown on the revised plans were the maximum heights of the buildings.
- To remind the developers of their agreement that excess soil etc would be moved to Robert Mays School who were in need of it.
- That the ridge heights of the two buildings which had been reduced (plots 34 and 35) as a result of lowering ground levels by a further 300mm were now acceptable and that the plans should be formally submitted.

- It was clarified that the trees adjacent to plots 23/28 would minimise any potential overlooking of the properties to the rear; however the purpose of these trees was principally to provide good landscaping and vistas through the site. That proposed opaque glass/non opening windows to reduce overlooking between plots 23/2 was acceptable.
- It was clarified that the internal roads were acceptable and that these had been reviewed again by the Highways Officer.
- That there be as much planting as possible in the courtyard car parking area to soften its appearance.
- That applicant is looking to provide an appropriate number of grit bins available, especially important in light of the gradient of the site.
- To improve the visual appearance of the terraced units (plots 17-18 & 22-23) amended plans should be sought to have even handed front doors which are on each the end of the block
- The applicant was requested to review whether additional car parking spaces could be added next to the green landscaped area given that the play space would be relocated there.
- An informative be added to remind applicants that they should look at preventing cars parking in the turning head opposite the pumping station.
- Additional condition regarding construction method and levels (as above)

Members agreed that the Officer would be given delegated authority to seek the amended plans and add the additional conditions following consultation with the Chairman of this sub-committee and the Ward Member. A vote was taken and the decision to grant, with additional items as detailed above, was unanimous.

**DECISION – The Head of Regulatory Services be authorised to GRANT permission following the submission of amended plans to amend the design of plots 17-18 & 22-23 and to relocate the play area from the wooded area to the green landscaped area to the East of the houses and Subject to the following CONDITIONS:**

NOTE: Officers to check the plan numbers and amend conditions appropriately following submission of amended plans.

- 1 The development hereby permitted shall be begun before the expiration of two years from the date of this permission.

Reason: To comply with Condition 1 of 15/00829/OUT and Section 92 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

2425-A-1000-A (Site Location); 2425-C-1005-Q (Site Layout); 2425-C-1005.I-Q (Site Layout); 2425-C-1200-E (Site Sections); 2425-C-1500-B (Site Sections); 2425-C-3000-I (Plot 1 Plans & Elevations); 2425-C-3001-I (PLOT 6 Plans & Elevations); 2425-C-3002-I (Plot 35 Plans & Elevations); 2425-C-3003-J (Plot 7 Plans & Elevations); 2425-C-3005-I (Plots 2-5 Plans & Elevations); 2425-C-3010-I (Plots 8-9 Plans & Elevations); 2425-A-3011-I (Plots 24-25 Plans & Elevations); 2425-C-3015-H (Plots 10-16 Plans & Elevations); 2425-C-3020-K (Plots 17-23 Plans & Elevations); 2425-C-

3036-G (Plots 27-28 Plans & Elevations); 2425-C-3040-H (Plots 29-30 Plans & Elevations); 2425-C-3045-G (Plots 31 & 33 Plans & Elevations); 2425-C-3046-G (Plot 32 Plans & Elevations); 2425-C-3050-I (Plot 34 Plans & Elevations); 2425-A-3100-C (Cycle Stores & Refuse); 5866.ASPI.D (Landscape Masterplan); Design and Access Statement (July 2016); and Planning Statement (July 2016).

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 Prior to the first occupation of any of the residential units hereby approved full details of the means of enclosure within the woodland play area, its specification and siting along the rear boundary to Archery Fields shall be submitted to and approved in writing by the Local Planning Authority. The form of enclosure shall be designed to be an Eco/ Green Barrier acoustic fence and shall be erected as part of the overall setting out of the play area in accordance with the approved details prior to first occupation of any of the residential units, and thereafter be maintained for the lifetime of the development.

Reason: To protect the amenities of the area and to satisfy saved policy GEN1 in the Hart District Local Plan.

- 4 The development shall be carried out fully in accordance with the submitted Woodland Management Report (Ref: SJA wmr 15364-01), prepared by SJA Trees and dated June 2016.

Reason: To ensure the retention and management of this important woodland area on residential amenity and ecology/biodiversity grounds, in accordance with the requirements of saved policies GEN1 and CON8 in the Hart District Local Plan.

- 5 Notwithstanding the provisions of the Town and Country Planning General Development (England) Order 2015 (or any Order revoking or re-enacting this Order with or without modification) no additional windows or doors shall be constructed in the rear elevations of plots 10 - 23 and 28 hereby permitted.

Reason: In the interest of the privacy of the occupiers of the adjoining property/properties and to satisfy saved policy GEN1 of the Hart District Local Plan.

- 6 The first floor rear kitchen window to plot 23 shall be set at 1.7m above the floor of the room and shall be retained as such unless otherwise agreed in writing by the local planning authority.

Reason: To prevent overlooking to plot 28 and to satisfy saved policy GEN1 in the Hart District Local Plan

- 7 Notwithstanding the provisions of the Town and Country Planning General Development (England) Order 2015 (or any Order revoking or re-enacting this Order with or without modification) no building, enclosure, swimming pool or other pool, as permitted by Class E of Part 1 of the Second Schedule of the Order, shall be constructed to plots 10 -23.

Reason: To ensure the external character and appearance of the building is retained and to satisfy saved policy GEN1 of the Hart District Local Plan.

- 8 All bathroom/ ensuite/ WC windows shall be obscured glazed only and retained as such.

Reason: In the interests of privacy and to satisfy saved policy GEN1 in the Hart District Local Plan

- 9 Notwithstanding the provisions of the Town and Country Planning General Development (England) Order 2015 (or any Order revoking or re-enacting this Order with or without modification) no enlargement of plots 10 - 23 as permitted by Class A, B, C or D of Part I of the Second Schedule of the Order, shall be constructed.

Reason: To protect the amenities of the area and to satisfy saved policy GEN1 of the Hart District Local Plan.

- 10 The approved parking facilities for vehicles, bin stores and collection areas, and cycle stores shall not be used for any purpose other than for what they are designed for and access to them shall be maintained at all times to allow them to be used as such.

Reason: To ensure that the development is provided with adequate facilities and to satisfy saved policy GEN1 in the Hart District Local Plan.

- 11 The finished floor levels of the houses hereby approved shall be built in accordance with the levels details as shown on plan No. 16-017-200-D (Engineering Layout) unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is built in accordance with the approved plans and in the interests of the character of the area.

## **INFORMATIVES**

- 1 The Council works positively and proactively on development proposals to deliver sustainable development in accordance with the NPPF. In this instance: The applicant was advised of the necessary information needed to process the application and, once received, the application was acceptable and no further engagement with the applicant was required.
- 2 The applicant is advised to make sure that the works hereby approved are carried out with due care and consideration to the amenities of adjacent properties and users of any nearby public highway or other rights of way. It is good practice to ensure that works audible at the boundary of the site are limited to be carried out between 8am and 6pm Monday to Friday, 8am and 12 noon on Saturdays with no working on Sunday and Bank Holidays. The storage of materials and parking of operatives' vehicles should be normally arranged on site.
- 3 The applicant is reminded that the proposed development shall be carried out fully in accordance with the requirements of the planning conditions imposed on the Outline planning permission for this site (reference number 15/00829/OUT), dated 3 August 2015, and in accordance with any subsequent Approval of Details Required by Condition applications.

- 4 The applicant is advised that if excess spoil is generated from the site which would need to be moved off site that they should contact the Robert Mays Secondary School to establish if they require any additional spoil.
- 5 The applicant should make proper arrangements to ensure that parking is restricted in the turning head opposite the pumping station.

**Notes:**

Councillor Fleming, Odiham Parish Council, spoke against the application.  
Kevin Scott, Kevin Scott Consultancy, spoke for the application.

**Item No: 102 - 16/01552/REM – Hawley Park Farm, Hawley Road, Blackwater, Camberley, GU17 9EF**

Reserved matters relating to appearance, landscaping, layout and scale pertaining to 14/01817/MAJOR: Development of 126 no. dwellings, vehicular access from Hawley Road, secondary access from Fernhill Lane, public open space, landscaping and associated works; change of use of land to a Suitable Accessible Natural Greenspace (SANG).

Revised plans had been submitted in relation to street 2 which had the result of improving circulation and the car parking arrangements.

Members queried the status of the SANG. It was explained that this had not been fully resolved, but that the development could not start without the agreement on the SANG.

Members looked at detailed plans and considered:

- Density
- Layout
- Elevations
- Cart track
- Ridge heights
- Terrain
- Access

Members agreed the following amendments to the proposed decision:

Relocate parking spaces for plot 62

Add landscaping along the parking areas (street 4) and anywhere else appropriate

Officers to actively engage in discussion on balancing pond with the suggestion of a kick rail around it.

Officers will consult the Council's Highways Officer regarding the amended plans for the street courtyard areas.

Members agreed that the Chairman of this sub-committee and the Ward Member would be given delegated authority to agree the final details. A vote was taken and the decision to grant, with additional items as detailed above, was unanimous.

## **DECISION – Grant**

**The Head of Regulatory Services be authorised to GRANT planning permission subject to the completion of a planning obligation to amend the original agreement in respect of the affordable housing clauses and the landscape management clauses, and subject to receipt of satisfactory amended plans showing the redesign of the Street 2 first courtyard area AND subject to the following CONDITIONS:**

- 1 No works shall take place until details of the windows, including glazing bar details together with details of the door joinery, have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: In the interests of the character and appearance of the Conservation Area and to satisfy saved policy GEN1 in the Hart District Local Plan.

- 2 No development shall take place until details of the design and materials of all external rainwater goods have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved details and the materials shall not subsequently be altered without the prior written approval of the Local Planning Authority.

Reason: In the interests of maintaining the character of the building and to satisfy saved policy GEN1 of the Hart District Local Plan.

- 3 Notwithstanding the submitted material schedule no development shall take place until details and samples of all external surfaces, including bond and type/colour of mortar, have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with approved details.

Reason: To ensure that the external appearance of the buildings are satisfactory and to satisfy saved policy GEN1 of the Hart District Local Plan.

- 4 All WC/bathroom/ensuite windows shall be obscured glazed only and retained as such.

Reason: In the interests of privacy and to satisfy saved policy GEN1 in the Hart District Local Plan

- 5 The approved parking and bin storage facilities shall not be used for any purpose other than for what they have been designed for and access shall be maintained at all times to allow them to be used as such.

Reason: To ensure that the development is provided with adequate parking provision and bin storage facilities and to satisfy saved policy GEN1 in the Hart District Local Plan.

- 6 There shall be no highway street light (lamp and standard) installed throughout the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that protected species are not disturbed and to satisfy saved policy CON5 in the Hart District Local Plan

7 The development hereby approved shall be carried out in accordance with the following plan nos. and documents:

SK09 REV A VEHICLE TRACKING FIRE TENDER,  
BRS.66612\_02A HOUSEPACK,  
BRS.66612\_06D SOFT LANDSCAPE PROPOSALS,  
BRS.66612\_09D SOFT LANDSCAPE PROPOSALS,  
BRS.66612\_10F SOFT LANDSCAPE PROPOSALS,  
BRS.66612\_22A BUILDINGS HEIGHTS,  
BRS.66612\_23-1A PROPOSED SECTIONS/ STREETSCENE  
BRS.66612\_23-2A PROPOSED SECTION/ STREETSCENE,  
BRS.66612\_24B LAP LEAP PLAY AREAS,  
BRS.66612\_39 ADOPTABLE AREAS,  
BRS6612-11E - SANGS PHASE I LANDSCAPE,  
BRS.6612\_01C LAYOUT,  
BRS6612\_07D SOFT LANDSCAPE PROPOSALS,  
BRS6612\_24B PLAY SPACE PROPOSALS,  
BRS6612\_26 TREE PIT DETAILS,  
BRS6612\_LVIA ADDENDUM\_FINAL 13 06 2016,  
HIA JUNE 2016-RM APP,  
PARKING TECHNICAL NOTE,  
NO LIGHTING ASSESSMENT EMAIL,  
BRS.6612\_23C DESIGN COMPLIANCE STATEMENT,  
TRANSPORT ASSESSMENT, BRS.6612\_A TS AIA TPP MR ARBORICULTURAL  
SURVEY, IMPACT ASSESSMENT,  
BRS.6612\_04 SLP,  
BRS.6612\_04 SLP(1),  
SK08 REV A VEHICLE TRACKING LARGE REFUSE VEHICLE,  
BRS.6016\_23-1 PROPOSED SECTIONS/STREETSCENE,  
BRS.6016\_23-2 PROPOSED SECTION/STREETSCENE,  
50-01 PROPOSED SITE LEVELS- OVERALL LAYOUT  
BRS.66612\_17A PARKING PROVISION  
BRS.66612\_18A MATERIALS  
BRS.66612\_20A BIN STORE LOCATION  
BRS.6612 PLANNING STATEMENT RM JUN-16  
BRS6612 ADDENDUM APPENDICES 13 06 2016  
BRS6612\_06 SOFT LANDSCAPE PROPOSALS  
BRS6612\_08D SOFT LANDSCAPE PROPOSALS  
ECOLOGY LR  
HAWLEY FRA D11 ND  
LANDSCAPE PROPOSALS SANGS PHASE  
FLOOD RISK ASSESSMENT  
BRS.6612\_23C DESIGN COMPLIANCE STATEMENT

Reason: To ensure that the development is carried out in accordance with the approved plans and particulars.

## **INFORMATIVES**

- 1 The Council works positively and proactively on development proposals to deliver sustainable development in accordance with the NPPF. In this instance:  
  
The applicant was advised of the necessary information needed to process the application and, once received, the application was acceptable and no further engagement with the applicant was required.
- 2 You are reminded that you are required to comply with any conditions imposed on this permission and any imposed on the original outline planning permission (14/01817/MAJOR) along with the obligations set out in the S106 planning obligation.

### **Notes:**

Mr Nigel Cowmeadow spoke against the application.

Mr Daniel Weaver, Pegasus Planning Group, spoke for the application.

The Ward Member, Councillor Blewett, spoke of his, and Blackwater and Hawley Town Council's, concerns – drainage in view of topography of site, use of the historic cart track, cramped layout and design, parking provision and height of buildings.