

PROPOSAL	Erection of six (Use Class C3) new dwellings following demolition of existing buildings (as amended by plans received 23/11/21 and 13/12/21).	
LOCATION:	Beech Hill Stores, Eddeys Lane, Headley Down, Bordon, GU35 8HU	
REFERENCE NO:	58616/001	PARISH: Headley
APPLICANT:	Cimbrone Developments 2 Ltd	
CONSULTATION EXPIRY DATE:	08 December 2021	
APPLICATION EXPIRY DATE:	21 October 2021	
COUNCILLOR(S):	Councillor R C S Millard, Councillor A J Williams	
SUMMARY RECOMMENDATION:	PERMISSION	

Site and Development

The site is within the settlement policy boundary of Headley Down. A small part of the southern part of the site is within the Headley Down Special Housing Area but the majority of the site and the land on which the proposed housing would be located is outside. The site comprises a pair of two-storey semi-detached dwellings and a large building with a flat above a former retail unit, which had included a Post Office, adjacent to which is a single storey linked building that extends to the rear of the site alongside Southview Road and which is a former shop and store. The rear part of the site comprises a parking area but is mainly given over to scrub and vegetation with evidence of some recent clearance. The surrounding area is characterised by moderately sized dwellings of varying designs, but which are generally detached and set in regularly sized plots. There is a mixture of single-storey, chalet style and two-storey buildings, but the character is low-density.

The application follows the approval for an application for six dwellings on the site and demolition of existing buildings in September 2020. This application again proposes six dwellings following the removal of existing buildings but proposes an alternative design. As with the approved scheme, Plots 5 and 6 would front westwards onto Southview Road and Plots 1-4 would front northwards onto Eddeys Lane. Amended plans have been received following initial concerns raised regarding the scale, design and impact on adjoining property of the originally submitted plans. Amended plans have also been received in respect of an initial objection from the Highway Authority.

Relevant Planning History

58616 Six dwellings following demolition of existing buildings, together with associated parking and landscaping (as amended by plans received 17 April and 3 June 2020 and bat survey received 19 June 2020) [Amended layout and elevations received 31 July 2020] (Further amended site layout received 14 August 2020) - Permission, 09/09/2020

Development Plan Policies and Proposals

The Draft version of the Local Plan (2017 -2036) was published under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations (2012) for public consultation from 5 February to 19 March 2019. Paragraph 48 of the NPPF (2021) sets out the circumstances when emerging planning policies may be given weight in determining planning applications. Based on the current early stage of preparation, the draft Local Plan policies are currently afforded no weight.

East Hampshire District Local Plan: Joint Core Strategy (2014)

CP1 - Presumption in favour of sustainable development

CP2 - Spatial Strategy

CP10 - Spatial strategy for housing

CP20 - Landscape

CP21 - Biodiversity

CP22 - Internationally designated sites

CP24 - Sustainable construction

CP25 - Flood Risk

CP27 - Pollution

CP29 - Design

CP31 - Transport

CP32 - Infrastructure

East Hampshire District Local Plan: Second Review (2006)

S5 - Local and Village Shops

H3 - Residential Development within Settlement Policy Boundaries

Planning Policy Constraints and Guidance

National Planning Policy Framework (NPPF) July 2021

In this instance the following sections of the NPPF are considered to be particularly relevant to the consideration of the development;

1. Introduction
2. Achieving sustainable development
4. Decision-making
5. Delivering a sufficient supply of homes
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment

Headley Parish Plan 2006

East Hampshire Vehicle Parking Standards Supplementary Planning Document (2018)

Consultations and Town/Parish Council comments

HCC Highway Authority - Following receipt of amended plans and further information, no objection subject to conditions.

EHDC Traffic Management - Would expect to see a visitor space provided.

County Ecologist - No objection subject to condition.

EHDC Drainage Consultant - No objection subject to condition.

EHDC Environmental Health, Contamination - No objection. A

Headley Parish Council - No objection, subject to the HCC Highway and EHDC Traffic Management Officers objections being resolved.

Initial comments: *We object to the mass, size and bulk of the proposed dwellings which are too big for the plot sizes. There are no garages proposed and no visitor parking is provided. The Design and Access Statement claims the proposed dwellings are in keeping with Headley Down but the majority of the larger houses in Headley Down have plot sizes of 0.07ha (1/6th acre) within Policy H10. There is no mention of retention of the bollards nor of the post box. We also support the comments from the Landscaping and Highways Officer.*

Representations

5 letters of objection received raising the following concerns:

- a) Design out of keeping with the area;
- b) Increased size of dwellings (5/6 bedrooms) would result in excessive noise, traffic and parking pressure;
- c) There would be overlooking of adjoining property;
- d) Potential harm to wildlife;
- e) There is insufficient parking, including visitor parking;
- f) It is not clear if the post-box will remain;
- g) Concerns over the impacts and arrangements for construction traffic

3 letters of support have been received commenting that the amended plans are a significant improvement and welcome the retention of the post box and the barrier on Eddeys Lane, though some concern over parking and construction traffic remain.

4 neutral letters have been received also commenting that the amended plans are an improvement and are a welcome improvement over the existing buildings but again note some concern over parking and impacts of construction.

Determining Issues

1. Principle of development
2. Design and impact on the character and appearance of the area
3. Impact on the amenity of adjoining property
4. Drainage and flood risk
5. Ecology
6. Highway impacts and parking
7. Sustainable construction
8. Community Infrastructure Levy

Planning Considerations

1. Principle of development

The site is located within the settlement policy boundary of Headley Down. Policy CP2 of the East Hampshire District Joint Core Strategy (JCS) directs new development to areas within defined settlement boundaries and similarly, policy CP10 of the JCS promotes new residential development within settlements. The principle of development is thus considered acceptable insofar as the site is in a sustainable location. The site comprises a pair of semi-detached dwellings, currently vacant, and a flat above a former butcher's shop and a former convenience store; both of the shops are currently empty.

Policy S5 of the East Hampshire District Local Plan Second Review (LPSR) states 'The change of use of local and village shops from Class A1 use will only be permitted where: a) all reasonable efforts have been made to let or sell the premises as a shop; and b) the proposed non-retail use will have no adverse impact on local amenity, access and parking. Criteria (b) will be assessed in the following sections, but in respect of criteria (a) the applicant has provided a marketing report which provides evidence of attempts to market the premises.

In the supporting text to policy S5 it states, "It is recognised that the Council cannot prevent the closure of shops that are no longer viable..... where there are no alternative facilities nearby, it will be necessary to demonstrate to the satisfaction of the Council that the shop is no longer viable before a change of use is permitted." It is noted that at Headley Down there are alternative convenience stores available nearby with a One Stop store approximately 500m from the site and a Budgens store contained within the filling station, approximately 200m from the site. As there is alternative retail availability in the village, it is considered it is not necessary for a full marketing campaign to be undertaken, but as mentioned, the site has been marketed which provides further evidence in support of the case for a change in the use of the site.

The principle of change of use and residential development of the site were considered acceptable in determining the previous application on the site in 2020. This is a material consideration and emphasises that the principle of development is acceptable. This application is essentially an alternative design and so the main issues for consideration are the impact of the design on the character and appearance of the area and the impact on the amenity of

surrounding property. As there are some alterations to the layout, highway issues and parking will also be considered further.

2. Design and impact on the character and appearance of the area

Policy CP29 of the JCS requires development proposals to attain the exemplary standards of design and to comply with a range of criteria that seek to ensure development respects the character, identity and context of the area. Amongst various criterion, criteria (d) requires proposals to ensure that the layout and design contributes to local distinctiveness and sense of place and is sympathetic to its setting in terms of scale, height, massing and density.

The area east of the site comprises the Headley Down Special Housing Area, which is an area characterised by a low density of housing generally comprised of detached properties set in regularly sized plots. Trees and vegetation reinforce the notion that the area leans towards a low density sub-urban character. Development to the south and west of the site is not included in the Special Housing Area, however, it shares the same broad characteristics of density and layout. It is noted that the Special Housing Area policy (H10) includes a requirement (d) that plot sizes are more than 0.07 ha. Whilst very limited weight can be given to the policy as only a very small portion of the site is within the H10 area, it reflects the character of the area that adjoins the site and which makes up the character and context of the area in which the site is located.

The site occupies a corner position at the junction of Southview Road and Eddeys Lane with the only buildings on the site fronting the road and the rear of the site comprising a cleared area of trees/shrubs/scrub and parking area. The buildings fronting the roads comprise a pair of early-mid twentieth century semi-detached houses and a mid-twentieth century two storey building with a flat above what was previously a shop and a single storey wing that link attaches it to another single storey building on Southview Road that also was in use previously as part of the convenience store.

The approved application was amended following concerns over the impact of 9 dwellings on the site, particularly in respect of the density. That application was amended to 6 two-storey detached dwellings, with four fronting northwards onto Eddeys Lane and two facing west onto Southview Road. This application retains that arrangement, but as initially proposed, there were concerns over the scale of the buildings and their design as these would have appeared excessively dominant and out of keeping with the area.

Amended plans were sought, which have retained the heights of the previously approved buildings and kept a more sympathetic design for the area. The proposed density and layout as initially proposed was a concern as it was not considered to be reflective of the character of the area. Some concerns have been received commenting that there is a lack of front gardens, which is more typical of the area. However, this arrangement is the same as the previous scheme and some planting can be achieved in addition to the parking.

The amended scheme ensures appropriate distances between buildings are achieved and plot sizes that are consistent with adjoining development. The design of the buildings comprises a mixture of brick, tile hanging and tile or slate roofs. There would be two different designs, which

is considered appropriate as surrounding development comprises a mixture of unique designs, pairs or small groups of matching buildings. The position of the buildings is also considered appropriate as they would follow the line of development on both Eddeys Lane and Southview Road and allow for soft landscaping.

The amended scheme is considered a notable improvement over the initially submitted scheme and is considered to accord with policy CP29 of the JCS in terms of density, layout and appearance.

3. Impact on the amenity of adjoining property

Policy CP27 of the JCS and criteria (d) of policy CP29 of the JCS, seek to ensure development does not unacceptably adversely affect the amenity of surrounding development by reason of overshadowing or loss of privacy and that development is suitably laid out and distanced from surrounding property.

The proposal as submitted retained a similar basic layout as the approved scheme, however, there were concerns that the scale of the buildings, particularly plot 1 would result in harm to adjacent property. There was also concern about the relationship between the proposed plots 4 and 5.

As amended, the scheme is substantially the same as the approved scheme in terms of its impacts on surrounding property. Plots 1, 2 and 3 would be located in the approximate position as the existing pair of semi-detached dwellings and noting tree cover to properties on the northern side of the road, it is considered they would not unacceptably impact on the amenity of properties to the north. Plot 1 would be close to the property to the east ('1 The Firs') and would have a bedroom windows facing towards the rear at first floor level and views would be acute towards the rear part of 1 The Firs. A high-level hedge forms the shared boundary and would provide some screening. It is considered that due to the existing boundary screening and the position, orientation and alignment of the properties, the impact would be acceptable. Dormer windows initially proposed have been removed.

Plots 5 and 6 would face towards properties on the western side of Southview Road. The buildings would be set back from the edge of the road and there would be sufficient separation distance to ensure there would be no overshadowing. There would be a minimum separation distance between the facing fronts of the dwellings with the fronts of 'Tara' and 'Bryony' of 23m and there is some boundary vegetation to the fronts of Tara and Bryony, which further mitigates the impact. Although there would be a number of windows facing to the west in the proposed dwellings, noting the separation distance and the fact the site is in a built-up area, it is considered the relationship between the existing and proposed properties is acceptable.

Having regard to the above, it is considered the proposal would not result in unacceptable harm to the amenity of surrounding property and the scheme is considered to accord with policy CP27 in respect of its impact on neighbouring property.

4. Drainage and flood risk

The application site is within Flood Zone 1, which is land considered to be at low risk of flooding. The proposal would, however, increase the amount of hard surfacing and therefore likely increase the amount of surface water run-off. Policy CP25 of the JCS requires development proposals to demonstrate they would not increase flood risk elsewhere. The Council's Drainage Consultant has reviewed the proposal and comments that full drainage details should be conditioned to ensure the increased surface water does not increase flood risk elsewhere. The matter could be addressed via a suitably worded planning condition, subject to which, the proposal is considered to accord with policy CP25 of the JCS.

5. Ecology

Policy CP21 of the JCS requires development proposals to demonstrate that it conserves or enhances biodiversity. The site is within the 400m - 5km buffer zone of the Wealden Heaths Special Protection Area.

The application is accompanied with an Ecological Appraisal (WYG, February 2020) and a Habitats Regulations Assessment (WYG, February 2020). The site is within the built-up area of the village and comprises a pair of empty semi-detached dwellings and a former shop with a flat above and a large area at the rear that is overgrown with scrub, though some clearance has been undertaken since the approval of the last application. The Ecological Appraisal considered the site to be of limited ecological value and proposes some mitigation and enhancement measures. The Appraisal did though identify the presence of bats within the buildings and a further bat survey was subsequently carried out. This report (WYG, June 2020) identified a probable brown long-eared bat emerging from one of the buildings and a common pipistrelle from the same building. Bat activity across the site was low. However, as the site provides habitat for protected species, a licence from Natural England would be required ahead of the development being undertaken.

An assessment of the proposal against the three derogation tests must be applied in this instance to determine the likelihood of a protected species license being granted for the proposed development as without it, the development as proposed would likely lead to disturbance of protected bat species within the building. These tests are:

1. the activity to be licensed must be for imperative reasons of overriding public interest or for public health and safety;
2. there must be no satisfactory alternative; and
3. favourable conservation status of the species must be maintained.

In this instance, the proposed development would result in social benefits in terms of the provision of new housing. However, as outlined in this report, there are concerns with the layout and density of the scheme and it is considered that there is a satisfactory alternative

In order to assess the development against the third test, sufficient detail must be available to show how killing/injury/disturbance of bats will be avoided and how the loss or damage to bat habitat will be compensated.

The County Ecologist has been consulted who has raised no objection. They are content that the proposed bat mitigation, compensation and enhancement measures proposed are appropriate and should ensure that impacts to the identified bat habitat are minimised, allowing the LPA to have confidence that the third test is met.

Having regard to the above, it is considered the proposal would not satisfy the first two derogation tests and it is considered the proposal is not in the overriding public interest as there is considered to be a 'satisfactory alternative'. The proposal is considered to be contrary to policy CP21 of the JCS.

With regards the impact of the proposals on the Wealden Heaths SPA, the applicant has submitted a Habitats Regulations Assessment (WYG, February 2020). The report notes that the JCS strategically assessed HRA anticipates up to 846 dwellings to come forward within the 400m - 5km buffer of the Wealden Heaths SPA and that this would not result in significant effects that require mitigation. There is capacity within the 846 dwelling to accommodate the net gain of 6 dwellings coming forward as a result of this proposal, and the report concludes that the scheme would not, by itself or in combination with other development, would not affect the integrity of the qualifying features of the SPA and in particular increased recreational pressure.

As the Competent Authority, a Screening Assessment and Appropriate Assessment has been undertaken and this confirms that there is capacity within the strategically assessed Local Plan Appropriate Assessment and that the development would not result in significant effects on the Wealden Heaths Phase II SPA.

6. Highway impacts and parking

Policy CP31 of the JCS requires development to accord with a number of measures to mitigate the impact of development. The site is considered to be in a sustainable location, with a limited range of retail facilities available within a short walk and there are public transport links on Grayshott Road. The site comprises two dwellings (albeit these have been vacant for some years), a flat and former retail units. There are bollards across the road at the junction of Eddeys Lane and Southview Road, so there is no through traffic. These bollards are not within the application site area and are to be retained.

The County Highway Authority initially raised an objection regarding parking arrangements and lack of footway, but following the submission of an amended site layout drawing, which includes provision for a footway, the Highway Authority removed their objection.

With regards to parking, the application proposes the provision of three parking spaces for plots 1-4 and four spaces for plots 5 and 6, which accords with the standards set out in the East Hampshire Vehicle Parking Standards Supplementary Planning Document. For a development of 6 dwellings, one visitor space is required by the adopted Standards. However, it was agreed

in the previous application that in developing the amended plans, a visitor space would not be sought in this instance in order to achieve the appropriate layout and design for the scheme, which was considered the most critical consideration. It also reflected the fact that as the site is split with four dwellings on Eddeys Lane and two on Southview Road and that due to the bollards at the junction, on-street parking would unlikely cause a hazard. It is considered that given the previous consent, the same level of parking is acceptable with this scheme.

Some concerns have been expressed in the representations received regarding the potential harm to the locality arising during construction works. It is recommended that the applicant submits a Construction Method Statement to set out measures to manage impacts locally arising from construction traffic, noise, dust, and other pollution and that this be secured by way of a condition. Having regard to the above, the proposal is considered to accord with policy CP31 of the JCS.

7. Sustainable construction

Policy CP24 of the JCS requires development proposals to demonstrate how they would attain certain standards of sustainability in construction to mitigate the environmental impact of development. No details have been provided with the application to demonstrate how it would achieve at least 10% of its energy demand from decentralised and renewable or low carbon energy sources, however, it is considered the matter could be addressed by a suitably worded planning condition, in the event the application is considered acceptable in all other regards.

8. Community Infrastructure Levy

Policy CP32 of the JCS states that where the provision or improvement of infrastructure is necessary to meet community or environmental needs associated with new development or to mitigate the impact of development on the environment, the payment of financial contributions will be required through planning obligations and/or the Community Infrastructure Levy (CIL) to ensure that all such development makes an appropriate and reasonable contribution to the costs of provision. EHDC CIL was implemented on the 8th April 2016. This enables the Council to raise, and pool, contributions from developers to help fund additional infrastructure required to support new development including roads, schools, green spaces and community facilities.

Response to Parish/Town Council Comments

The Parish Council raised an initial objection to the proposals, however, following receipt of amended plans, they submitted a comment of no objection, subject to highway and parking matters being addressed. As discussed above, the proposal is considered to have addressed concerns regarding highways and parking.

Conclusion

The site lies within the settlement policy boundary and following an earlier approval for six dwellings, the principle of development remains acceptable. The primary matters arising from this application relate to the layout and design of the scheme and impact on surrounding amenity.

Concerns were held regarding the scheme as initially submitted with respect to the scale, design of the dwellings and their impact on the amenity of adjoining property. The amended scheme is considered an acceptable alternative design to the approved scheme and the buildings would have a vernacular form that respects the character and appearance of the area whilst addressing initial concerns over their impact on adjacent property. Having regard to all other matters, and subject to relevant conditions, the proposal is considered to accord with the relevant policies and guidance set out in the NPPF and the Development Plan.

RECOMMENDATION

PERMISSION subject to the following conditions:

- 1 The development hereby permitted shall be begun **before the expiration of three years** from the date of this planning permission.
Reason - To comply with Section 91 of the Town and Country Planning Act 1990
- 2 Other than works for the demolition and site clearance, no development shall commence on site until details of a scheme for foul and surface water drainage has been submitted to, and approved in writing by, the Local Planning Authority. Such details should include provision for all surface water drainage from parking areas and areas of hardstanding to prevent surface water from discharging onto the highway and should be based on site investigation and percolation tests. The development shall be carried out in accordance with the approved details before any part of the development is first occupied and shall be retained thereafter.
Reason - To ensure adequate provision for drainage.
- 3 Other than works for the demolition of existing buildings, no development shall commence on site until a scheme has been submitted to, and agreed in writing by, the Local Planning Authority to demonstrate that the built development hereby permitted incorporates measures that provides at least 10% of energy demand from decentralised and renewable or low carbon energy sources.

Before any part of the development is first occupied a verification report and completion certificate shall be submitted in writing to the Local Planning Authority confirming that the built development hereby permitted has been constructed in accordance with the approved scheme.

The developer shall nominate a competent person for the purpose of assessing and providing the above required report and certificate to confirm that the completed works incorporate such measures as to provide these requirements. The measures shall

thereafter be retained and maintained to the agreed specification for the lifetime of the development.

Reason - To ensure that the development incorporates necessary mitigation and adaptation measures with regard to climate change.

- 4 The development hereby permitted shall be constructed in accordance with the materials specified within the approved details, unless details of other suitable materials are otherwise agreed in writing by the Local Planning Authority.

Reason - To ensure that a harmonious visual relationship is achieved between the new and the existing developments.

- 5 The development shall be carried out in accordance with the contamination Remediation Strategy (Ashdown Site Investigation Ltd Ref: R14996, 7 September 2021) unless otherwise agreed in writing with the Local Planning Authority.

Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite.

- 6 **Before any part of the development is first occupied or brought into use** (unless otherwise first agreed in writing by the Local Planning Authority) a verification report demonstrating the effectiveness of the remediation works carried out and a completion certificate confirming that the approved remediation scheme has been implemented in full shall both have been submitted to and approved in writing by the Local Planning Authority.

The verification report and completion certificate shall be submitted in accordance with the approved scheme and undertaken by a competent person in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- 7 Development shall proceed in accordance with the ecological mitigation, compensation and enhancement measures detailed within the Bat Survey report (WYG, June 2020) unless otherwise agreed in writing by the Local Planning Authority. Bat mitigation, compensation and enhancement features shall be installed as per the ecologists' instructions and retained in perpetuity in a condition suited to their intended function.

Reason - To protect biodiversity in accordance with the Conservation Regulations 2017, Wildlife & Countryside Act 1981, the NERC Act (2006), NPPF and with Policy CP21 of the East Hampshire District Local Plan: Joint Core Strategy.

- 8 Notwithstanding any indication shown on the approved plans, and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) prior to the first occupation of Plot 1 hereby approved the first-floor window in the east (side) elevation of the building shall be permanently;
- (i) glazed with obscure glass with a glass panel which has been rendered obscure as part of its manufacturing process to Pilkington glass classification 5 (or equivalent of glass supplied by an alternative manufacturer), and
 - (ii) non-opening.
- Reason - To protect the privacy of the occupants of the adjoining residential property/ies.
- 9 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking, re-enacting or modifying that Order) no windows or doors shall at any time be inserted in the first-floor east elevation of Plot 1 hereby permitted without the prior written consent of the Local Planning Authority.
- Reason - To protect the privacy of the occupants of the adjoining residential property.
- 10 The development hereby permitted shall not be brought into use until the areas shown on the approved plan for the parking of vehicles shall have been made available, surfaced and marked out. The parking areas shall then be permanently retained and reserved for that purpose at all times.
- Reason - To make provision for off street parking for the purpose of highway safety.
- 11 No part of the development hereby approved shall be occupied until details for the on site provision of [bin & cycle] storage facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the [bin & cycle] storage has been constructed in accordance with the approved details and thereafter retained and kept available.
- Reason - To ensure the adequate provision of on site facilities.
- 12 The development hereby approved shall not be first brought into use until a fully detailed landscape and planting scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details and in accordance with the recommendations of the appropriate British Standards or other recognised codes of good practice. These works shall be carried out in the **first planting season after practical completion or first occupation of the development**, whichever is earlier, unless otherwise first agreed in writing by the Local Planning Authority.
- Any trees or plants which, within **a period of 5 years** after planting, are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved unless a suitable alternative species are otherwise agreed in writing by the Local Planning Authority.
- Reason - In the interests of the visual amenities of the locality and to enable proper

consideration to be given to the impact of the proposed development on existing trees.

- 13 Any planting or fencing within the plots fronting the footways should be limited to a height of 0.6 metre for the first 1 metre to ensure visibility to and from approaching pedestrians.
Reason - In the interests of highway safety.
- 14 No development shall start on site, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the demolition and construction phases of the development. The Statement shall include the following details for the operation of the site during both the demolition and construction phases:
- A programme of and phasing of demolition and construction work;
 - The vehicle parking arrangements for site operatives and visitors;
 - The arrangements and timings for deliveries;
 - Access and egress for plant and machinery;
 - Details of wheel washing facilities and their use;
 - Measures to control the emission of dust and dirt;
 - Protection of pedestrian routes within and adjoining the site;
 - Location of temporary site buildings, compounds, construction material, spoil heaps and plant storage areas;
 - Provision for the storage and collection of waste from the development; and
 - Measures to control the emission of noise and vibration.

Reason - In order that the Local Planning Authority can properly consider the effect of the works on the amenity of the locality.

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

Application form
CIL form 1
Bat survey report
Ecological appraisal
Habitats regulations assessment
Planning, design & access statement
Transport statement
Location plan
Block plan
Existing site plan
Existing houses plans & elevations
Existing shop, flat & store floor plans
Existing shop, flat & store elevations
Topographical survey

TP12 - Rev A - Proposed site plan
TP16 - Existing & proposed street scenes
TP13 - House type A2
TP15 - House type B

Reason - To ensure provision of a satisfactory development

Informative Notes to Applicant:

1. The proposed development referred to in this planning permission is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations (as amended)

In accordance with CIL Regulation 65, East Hampshire District Council will issue a Liability Notice in respect of the chargeable development referred to in this planning permission as soon as practicable after the day on which planning permission first permits development. Further details on the Council's CIL process can be found on the East Hampshire District Council website:

<http://www.easthants.gov.uk/sites/default/files/documents/Planning%20Contributions%20and%20CIL%20Supplementary%20Planning%20Document%20-%20April%202016.pdf>

2. All development shall be stopped immediately in the event that contamination not previously identified is found to be present on the development site and details of the contamination shall be reported immediately in writing to **Environmental Health**. An investigation and risk assessment should then be undertaken by competent persons and in accordance with 'Model Procedures for the Management of Land Contamination, CLR 11'. A written report of the findings, to include a remediation statement, should then be forwarded to the Local Planning Authority for appraisal. Following completion of remedial measures a verification report should be prepared that demonstrates the effectiveness of the remediation carried out. It is recommended that no part of the development be occupied until all remedial and validation works are complete and a Completion Certificate has been issued. This would ensure that no future investigation is required under Part2A of the Environmental Protection Act 1990.
3. In accordance with paragraphs 38 and 39 of the NPPF East Hampshire District Council (EHDC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:
 - offering a pre-application advice service,
 - updating applicant/agents of any issues that may arise in the processing of their

application and where possible suggesting solutions.

- In this instance the applicant was updated of any issues after the consultation period and amended plans sought.

The following plans and specifications were considered when making the above decision:

Application form
CIL form 1
Bat survey report
Ecological appraisal
Habitats regulations assessment
Planning, design & access statement
Transport statement
Location plan
Block plan
Existing site plan
Existing houses plans & elevations
Existing shop, flat & store floor plans
Existing shop, flat & store elevations
Topographical survey
TP12 - Rev A - Proposed site plan
TP16 - Existing & proposed street scenes
TP13 - House type A2
TP15 - House type B

Any variation or departure from the approved plans will require the prior approval of the Planning Authority before works commence.