



Appeal Decision

Site visit made on 10 March 2026

by H Nicholls MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 26 March 2026

Appeal Ref: APP/M1710/W/25/3375066

21 Winchester Road, Chawton, Alton GU34 1RU

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Foreman Homes Limited against the decision of East Hampshire District Council.
 - The application Ref is EHDC-25-0057-FUL.
 - The development proposed is erection of 26 dwellings with access via Rye Lane.
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Decision

1. The appeal is allowed and planning permission is granted for erection of 26 dwellings with access via Rye Lane at 21 Winchester Road, Chawton, Alton, GU34 1RU, in accordance with the terms of the application, Ref EHDC-25-0057-FUL, subject to the conditions in the attached schedule.

Preliminary Matters

2. The decision notice relating to the appeal application records that there were six reasons for refusal. The Council's Statement outlines that the second issue relating to noise, fourth issue relating to protected species and fifth issue relating to Biodiversity Net Gain (BNG) were capable of being addressed by way of planning conditions and or planning obligations. As I find no reason to disagree, I have proceeded on this basis.
3. The Council's decision notice does not specifically refer to a policy conflict with the development plan owing to the location of the site. However, this issue was detailed in the Council's officer delegated report and Statement. Accordingly, I have treated this as a main issue but do not consider that prejudice has been caused to any party by my doing so.

Main Issues

4. The main issues in the appeal are whether the scheme would:
 - accord with local policies concerning the location of new housing development;
 - be adequately designed;
 - provide adequate parking and a suitable internal highway environment for vehicles and pedestrians; and
 - provide the necessary contributions towards affordable housing, facilities and infrastructure so as to accord with local policies in respect of the same.

Reasons

Location of development

5. The c. 0.5 hectare appeal site is situated to the east of the roundabout connecting the A339, Winchester Road and Butts Road. A care home is situated in close proximity to the site, but the wider surroundings largely comprise two storey dwellinghouses and some modest blocks of flats, including a recently completed residential development adjoining the eastern and southern boundaries of the site. The Watercress Line (heritage railway) bounds the site to the north, beyond which lies The Butts Conservation Area. Within the site, fronting the roundabout is No 21 Winchester Road. This traditional two storey dwelling would be demolished as part of the proposal.
6. Generally, new residential development is encouraged within settlement policy boundaries as set out in policy CP10 of the *East Hampshire District Local Plan: Joint Core Strategy* (2014) (JCS). The site is not within a defined settlement policy boundary and is therefore within the countryside in policy terms. Policy CP19 of the JCS sets out that development within the countryside must have a genuine need for a countryside location. Additionally, saved Policy H14 of the *East Hampshire District Local Plan: Second Review* (2006) (Local Plan) relates to housing outside settlement policy boundaries and this sets out that such will only be permitted where essential or full-time agricultural or rural workers.
7. Policy HO3 of the *Alton Neighbourhood Development Plan 2011 – 2028* (adopted November 2021) (ANDP) sets out new housing site allocations. Area 1 – Land East of Selborne Road (HO3(a)) was allocated for a largescale housing development which has been built out (Selbourne Park). The site falls outside of the extent of the area allocated by Policy HO3.
8. Policy CP23 of the JCS also identifies the Alton/ Chawton settlement gap and indicates that the generally open and undeveloped nature of such gaps between settlements will be protected to help prevent coalescence and retain their separate identity. The Policy lists a number of exceptions where development would be permitted, including where a development (a) would not undermine the physical and/or visual separation of settlements; (b) would not compromise the integrity of the gap, either individually or cumulatively with other existing or (c) cannot be located elsewhere.
9. Owing to its location outside of an area where new residential development is specifically supported, a conflict arises with at least policies CP2, CP10 and CP19 of the JCS, H14 of the Local Plan and HO3 of the ANDP. However, in my view, the development would not compromise the integrity of the Alton/Chawton settlement gap and thus would not conflict with Policy CP23 of the JCS.

Design

10. The appeal proposal seeks to construct 26 dwellings on the site which would take access from 'Rye Lane' partway along the eastern boundary. There would be a three storey flatted block comprising 9 No flats fronting onto the roundabout, similar to another flatted block on the adjoining development. A linear run of short terraces would be situated in the middle part of the site, with rear gardens backing onto gardens of adjoining dwellings and with parking courts on either side of the

access road. In the rear part of the site would be two detached dwellings and another block comprising 4 No flats.

11. Given the size and shape of the appeal site and the constraints posed by enclosing woodland and trees, the railway and adjoining dwellings, the layout of the appeal scheme represents an adequate response and the placement of buildings would be logical. The architecture of the proposed dwellings and flatted blocks would read as if the development were originally a part of the adjoining scheme rather than developed in isolation. The adjacency of the appeal scheme to this now completed high quality development is a key consideration. That the density of the scheme would be lower in comparison to the adjacent scheme is positive, given the site constraints, but the overall density at 44dph would represent an efficient use of the site rather than an unacceptable form of development. The comparison to densities elsewhere within the wider district is of limited relevance to the appeal scheme and its immediate context which is particularly urbanised.
12. Whilst the appeal site fronts onto the roundabout at Butts Bridge which is a gateway to Alton, its frontage is relatively narrow. Views beyond the existing dwelling reveal the adjacent housing on rising land to the rear with the appeal site forming a relatively modest pocket of green between the development and the railway embankment. The prominence of the site as a whole has therefore been overstated. The introduction of the flatted block, of a similar scale and design to its adjacent counterpart, would provide a balanced streetscene composition.
13. Where it is suggested a side elevation would present onto the entrance to the scheme, the plans actually reveal an elevation which has been designed to turn the corner to front on to the street. The visibility of driveways would also be unavoidable, but of itself, not particularly harmful from a design quality perspective. Where a bin and bike store would be visible on accessing the cul-de-sac, it would be recessed in the streetscene and would itself be an adequately designed, relatively discreet building. Though I agree that there is merit in the suggestion that the arrangement of the car parking either side of the road would give the appearance of the development being rather car dominated, there would be pockets of open space on the periphery of the site and landscaping within the street to soften the appearance of such, and the development would be set within an established landscape context.
14. As such, notwithstanding the advice contained within the National Design Guide and National Model Design Code, the appeal proposal would represent an adequate quality of design so as to maintain the character and appearance of the area and provide a suitable quality of life for future occupiers. It therefore accords with policies CP29 of the JCS and policies DE1 and DE2 of the ANDP. Amongst other things, these policies seek to ensure that developments respond positively to views and gateways into and out of the town and seek to maintain the character of its locality, paying particular attention to appearance, size, scale and density.

Highways

15. The disputed matters between the parties on the highways aspects are whether a larger vehicle and a car could pass one another safely on the internal road, whether pedestrians would be safe moving around Plot No 10 on the basis of an undersized footway and whether the visitor parking provision would be adequate.

16. In respect of the former, an updated tracking diagram was submitted as part of the supporting document Transport Technical Note which uses the requested larger vehicle sizes and 10mph vehicle speed to prove that there would be ample space for these vehicles to pass within the carriageway.
17. In respect of the inadequately sized footway outside Plot 10 which does not meet the expected minimum width of 1.5 metres, the Transport Technical Note outlines that the estate road is intended to be a continuation of the shared surface from Rye Lane. There is no existing footway which would be continued into the development and the space shown could instead be within the ownership of Plot 10 as a degree of setback from the highway. There would however be segregated pedestrian provision in front of Plot Nos 10 – 20 which would link across the road and other sections of segregated footway which, taken in combination, would provide an adequate highway environment relative to the scale of development and likely amount of traffic generated.
18. The parking provision is accepted as being lower than typically required by policy TR5 of the ANDP which would otherwise require 6 more parking spaces than the 51 No total spaces included within the scheme. Though the proposed parking provision would accord with policy CP31 of the JCS, resulting in an overprovision of one space, this policy conflict must be resolved in favour of the most recently adopted development plan document, which is the ANDP.
19. As such, whilst the proposal would provide a suitable internal highway environment for vehicles and pedestrians such as to comply with policies CP29 and CP31 of the JCS, it would not provide adequate parking under the terms of policy TR5 of the ANDP.

Planning obligations

20. The sixth reason for refusal relates to the absence of developer contributions towards affordable housing and infrastructure. The appellant submitted a unilateral undertaking (UU) made as a deed under s106 of the Town and Country Planning Act 1990, dated 7 January 2026, to address these aspects.
21. The UU provides for:
 - 40% affordable housing, i.e. 11 dwellings at 82% affordable or social rent units (9 dwellings) and 18% intermediate affordable housing, i.e. shared ownership (2 dwellings)
 - A management company which shall retain and maintain the common areas, including public open space, in accordance with a management plan; and
 - BNG provisions, principally to secure off-site mitigation.
22. Regulation 122 of the Community Infrastructure Levy Regulations (2010) (CIL Regulations), as amended, and the National Planning Policy Framework (the Framework) (paragraph 58) set out that planning obligations must only be sought where they meet the relevant tests, including where 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 to the same.
23. I am satisfied that all of the obligations are necessary, directly related, and fairly and reasonably related in scale and kind to the development and can be taken into consideration and that the UU is appropriately drafted to robustly secure them. I do

not consider that the late request of the Council for monitoring fees can be accommodated, but do not consider this a decisive issue.

24. The 'Open Space and Landscaped Areas' defined in the UU are to be transferred to the Management Company as soon as reasonably practicable following the occupation of the final residential unit. Whilst the Council indicate that this is insufficiently robust and lacks the detail that the Council secures in bilateral s.106 agreements, there are sufficient means for the Council to approve the Management Plan and to enforce against the lack of or slow delivery of such areas to provide confidence that these will form a part of the completed development.
25. In terms of the BNG issues as detailed in the UU, a *Technical Note: Update Ecological Walkover and Potential Roost Assessment* (Technical Note) submitted with the appeal outlines that the proposal will not be able to achieve the mandatory 10% net gain on site given the number of units proposed with a requirement for at least 0.79 units to be created offsite. In any event, the Council has recommended a planning condition to secure a Biodiversity Gain Plan which would need to be approved which could also involve the on-site measures envisaged, in addition to the Offset Land proposed through the UU.
26. The absence of contributions towards open spaces such as allotments and playing pitches is explained by the appellant as being down to the Council's use of CIL and lack of evidence that planning obligations have been routinely used for the collection of such for developments other than in an example of a 147-dwelling scheme. The Council has not provided cogent evidence to the contrary. As such, I have insufficient evidence on which to conclude that such planning obligations are strictly necessary to make the development acceptable in planning terms.

Other Considerations

27. The railway embankment and dense vegetation separate the appeal site from the Butts Conservation Area (CA), which includes the Grade II listed building, The French Horn (public house). Having visited the CA and area outside of The French Horn, it is clear that there is very limited intervisibility between these designated heritage assets and the appeal site and as such, the appeal site neither contributes to nor detracts from the settings of these assets. Given the scale, nature and siting of the appeal scheme, it would not harm the significance of the aforementioned designated heritage assets.
28. In its evidence, the Council concedes that it cannot demonstrate the minimum five year supply of housing land with related buffer as required by the Framework. It is suggested that the current supply figure is closer to 2.9 years' worth as of 1 April 2025. Whilst the appellant alleges the figure to be lower and more like a 2.02 year supply, the evidence for this appears more limited. Even if I take the more optimistic position of the Council, there is a shortfall exceeding 1,700 homes. Therefore, notwithstanding the ambitions of the Council to improve the housing supply pipeline as per the recently published *Housing Delivery Test Action Plan* (2025), consideration should be given to the provisions of Framework paragraph 11 d); a point to which I return below.
29. The draft *East Hampshire Local Plan (2021-2040)* (EHLP) was published under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations (2012) for public consultation in January 2024. The Council does not

advance that more than limited weight should be attributed to the draft EHLP and I find no reason to reach an alternative conclusion.

30. I have also given weight to the views of the Town Council and local residents that have objected to the scheme for various reasons. In terms of the general unsuitability of the access arrangements coming through the recently completed estate, this was not an issue of principle on which the Local Highways Authority found fault. Notwithstanding the disagreement about the need for pedestrian segregation of this access point, the estate roads leading to the appeal site are not considered unsuited to the level and nature of traffic that would be generated by the appeal scheme. Similarly, where there may be shortcomings with the existing footways leading to nearby facilities, these are not matters that should be resolved through the appeal scheme.
31. Other aspects raised in the objections include flood risks but there is no cogent evidence to indicate that the appeal site is subject to flood risks or that the sewerage infrastructure is insufficient, or that developing the site would increase the risk of flooding elsewhere. Inevitably, there would be some effect on views from neighbouring dwellings, but these would not be to the extent that the appeal scheme would be overbearing or materially harmful in terms of overlooking. There would also be some disruption from construction activities but these would be time-limited and could be minimised through the use of planning conditions.

Planning Balance

32. The appeal site's location conflicts with the development plan. There would also be conflict with policy TA5 of the ANDP requiring the provision of additional parking. To the extent that there would be a shortfall of public open space contributions, this also attracts weight against the scheme.
33. I must consider the provisions of paragraphs 11 d) and 14 of the Framework. Paragraph 11 d) requires that in situations where a five year supply cannot be demonstrated, permission should be granted unless (i) the application of policies in the Framework that protect areas or assets of particular importance provide a strong reason for refusal, or (i) the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.
34. The protections afforded by paragraph 14 of the Framework apply where (a) the neighbourhood plan became part of the development plan five years or less before the date on which the decision is made; and (b) the neighbourhood plan contains policies and allocations to meet its identified housing requirement. The ANDP became part of the development plan less than five years ago.
35. There is a substantial shortfall of housing in the district which reduces the conflict to attach to the development plan based on the site's location. Furthermore, the site is sustainably located in terms of access to facilities and is otherwise enclosed by residential development within the now built-up area. There would be great benefits from securing 26 dwellings, of which 40% would be affordable housing across a range of tenures.
36. The conflict with the parking policy is also noted. However, meeting the fuller policy requirement would only further add to the perception of car dominance

which the Council raised as a design issue. On balance, this is a policy conflict that does not demand the full protection of Framework paragraph 14.

37. There would be BNG benefits from delivering the scheme and an economic boost throughout the construction phase and from the future occupiers' reliance on local facilities and services.
38. Accordingly, the adverse impacts of conflicting with a neighbourhood plan and other harms do not significantly and demonstrably outweigh the benefits. Indeed, the benefits of the scheme materially outweigh the harms. As such, the presumption in favour of sustainable development directs that a decision should be made other than in strict accordance with the development plan in this case.

Conditions

39. I have considered the suggested conditions in line with the tests set out in the Framework and Planning Practice Guidance. I have made only minor revisions where necessary and kept any pre-commencement conditions to a minimum. Where pre-commencement conditions have been unavoidable, the appellant has accepted their imposition in writing.
40. In addition to the statutory time limit condition, conditions are needed to specify the approved plans in the interests of certainty.
41. To minimise disruption to both neighbouring residents and the local highway network, a condition is needed to secure a construction management plan. For similar reasons, a condition is needed to specify the permitted hours of work for the construction phase.
42. To avoid the increased risk of flooding, conditions requiring surface water drainage measures and their long term maintenance are necessary. The need for porous hard surfacing measures should also be a requirement of a condition for similar reasons.
43. To protect the health of future residents, conditions to deal with land contamination remediation are necessary. For similar reasons, conditions are needed to secure appropriate noise mitigation measures for those dwellings that will be exposed to road noise.
44. To ensure that the highway network is not damaged by construction activities, a condition to address the road condition is necessary.
45. In the interests of enhancing biodiversity interests, a condition is necessary to secure a biodiversity enhancement management plan. Whilst the requirement by condition for a biodiversity gain plan may appear to duplicate the requirements of a BEMP, it does not necessarily do so. The evidence details some means that BNG measures on site could be implemented which are separate to the means to offer enhancements for species, such as through bat and bird boxes. Whilst the UU offers to provide BNG offsite measures, the onsite measures could still go some way to delivering the overall BNG package. As such, the condition which was suggested prior to the receipt of the UU would still serve a purpose in ensuring that any onsite measures that can be implemented are undertaken with the approval of the Council.

46. In the interests of the character and appearance of the area, conditions are required to ensure that tree protection measures and no dig areas are put in place. For similar reasons, conditions are needed to secure details of the external materials of construction, boundary treatments, and both hard and soft landscaping measures.
47. To ensure that undesignated heritage assets are protected, conditions are needed in relation to measures to protect archaeology during construction works.
48. To provide a safe and suitable highway environment, conditions are needed to ensure that the access roads, turning areas and parking areas are provided and thereafter maintained.
49. In the interests of environmental protection, a condition requiring energy and water efficiency measures is necessary.
50. To provide a satisfactory quality of development, details of the cycle and bin stores should be provided by way of planning condition.
51. I have considered the suggested conditions relating to the removals of permitted development rights which are discouraged by the PPG. The reasons offered for the conditions relate to the need to ensure that there is sufficient parking for highway safety reasons. In my view, the link between small scale domestic alterations and an increased demand for parking is tenuous and thus, I do not consider the conditions are reasonable or necessary.

Conclusion

52. For the reasons given above the appeal should be allowed.

H Nicholls

INSPECTOR

SCHEDULE OF CONDITIONS

- 1) The development hereby permitted shall be begun before the expiration of three years from the date of this planning permission.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans and particulars:
 - Location Plan No. 01 Rev C
 - Site Plan No. 02 Rev E
 - Plots 1-9 Plans No. 03 Rev E
 - Plots 1-9 Elevations No. 04 Rev E
 - Plots 10-11 Plan & Elevations No. 05 Rev B
 - Plots 12-17 Plans & Elevations No. 07 Rev C
 - Plot 21 Plans & Elevations No. 08 Rev C
 - Plot 22 Plans & Elevations No. 09 Rev C
 - Plots 23-26 Plans No. 10 Rev D
 - Plots 23-26 Elevations No. 11 Rev D
 - Plots 18-20 Plans & Elevations no. 12 Rev D
 - Boundary Treatment Plan No. 13 Rev E
 - HA Allocation Plan No. 14 Rev F
 - Refuse Strategy Plan No. 15 Rev E
 - Parking Strategy Plan No. 16 Rev D
 - EV Charging Strategy Plan No. 17 Rev D
 - Bin & Bike Store for Plots 23-26 Plans & Elevations No. 18 Rev A
 - Tree Survey & Tree Protection Plan No. 6574-12-24
 - Landscape Proposals No. ACLA/BUW 01 Rev A
 - Layout Review Highways Comments No. 24-060/001 Rev E
 - Topographic Survey No. 000-BPC-WD-ZZ-D-C PL002 Rev P
 - Baseline Habitats Plan Figure 1
 - Proposed Habitats Plan Figure 2
 - Landscape Proposals No. ACLA/BUW 01 Rev A
 - Surface Water Flood Map Assessment No. 000-BPC-WD-ZZ-D-C PL003 P
 - Impermeable Area Assessment No. 000-BPC-WD-ZZ-D-C PL004 P
 - Conceptual Drainage Strategy No. 000-BPC-WD-ZZ-D-C PL005 P1
 - Hydraulic Model Reference Plan 000-BPC-WD-ZZ-D-C PL006 Rev P1
 - Archaeological desk based Assessment (PCA)
 - Schedule of Accommodation
 - Extended Phase 1 Ecological Assessment (Phillips Ecology)
 - BNG Metric
 - Flood Risk Assessment & Drainage Strategy (BP Civils)
 - Transport Statement Rev A (Charles & Associates)
 - Noise Impact Assessment (Apple Environmental)
 - Tree Survey (Mark Hinsley)
- 3) No development shall take place, (including any works of demolition), until a Construction Method Statement (CMS) has been submitted to, and approved in writing by, the LPA. The approved statement shall include scaled drawings illustrating the provision for:
 - a) The parking of site operatives and visitors' vehicles.
 - b) Loading and unloading of plant and materials.
 - c) Management of construction traffic and access routes.

- d) Storage of plant and materials used in constructing the development.
- e) Wheel washing facilities.

The development shall be undertaken in accordance with the approved CMS.

- 4) No development shall begin until a detailed surface water drainage scheme for the site, based on the principles within the Flood Risk Assessment and drainage strategy ref: D2271/FRA1.1 BP Civils November 2024, has been submitted and approved in writing by the Local Planning Authority. The submitted details should include:
- a. A technical summary highlighting any changes to the design from that previously submitted. To include an assessment of the effect of the development on the existing surface water flood risk within the site demonstrating flood risk is not displaced off site.
 - b. Infiltration test results undertaken in accordance with BRE365 and providing a representative assessment of those locations where infiltration features are proposed and winter groundwater monitoring demonstrating the 1m unsaturated zone between the peak measured groundwater level and the base of any proposed infiltration feature.
 - c. Detailed drainage plans to include type, layout and dimensions of drainage features including references to link to the drainage calculations.
 - d. Detailed drainage calculations to demonstrate existing runoff rates are not exceeded and there is sufficient attenuation for storm events up to and including 1:100 + climate change.
 - e. Evidence that urban creep has been included within the calculations.
 - f. Confirmation that sufficient water quality measures have been included to satisfy the methodology in the Ciria SuDS Manual C753.
 - g. Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria.

The development shall be undertaking in accordance with the approved details.

- 5) Details for the long term maintenance responsibility and arrangements for the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings. The submitted details shall include;
- a. Maintenance schedules for each drainage feature type and ownership
 - b. Details of protection measures

The maintenance shall be undertaken in accordance with the approved details.

- 6) No development shall commence on site until the following details have been submitted to, and approved in writing by, the Local Planning Authority: -
- (a) a scheme outlining a site investigation and risk assessments designed to assess the nature and extent of any contamination on the site.
 - (b) a written report of the findings which includes, a description of the extent, scale and nature of contamination, an assessment of all potential risks to known receptors, an update of the conceptual site model (devised in the desktop study), identification of all pollutant linkages and unless otherwise

agreed in writing by the Local Planning Authority and identified as unnecessary in the written report, an appraisal of remediation options and proposal of the preferred option(s) identified as appropriate for the type of contamination found on site.

(c) a detailed remediation scheme designed 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. The scheme should include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and a verification plan outlining details of the data to be collected in order to demonstrate the completion of the remediation works and any arrangements for the continued monitoring of identified pollutant linkages.

- 7) Before any part of the development is first occupied or brought into use, 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 remediation scheme.
- 8) 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 the Local Planning Authority.

Development shall not re-start on site until the procedures in conditions 6 and 7 are followed and approval is given in writing by the Local Planning Authority.

- 9) The development shall not commence until a road condition survey of Mayflower Road from the site access to its junction with Thistledown Way is submitted to and agreed in writing with the Local Planning Authority. The scope of the survey shall be first agreed with the Local Planning Authority. The findings of the condition survey shall be monitored and reported to the Local Planning Authority at least every 6 months throughout the construction period of the development and any defects or damage attributable to construction activity to be rectified by the developer at their expense within 3 months of the defect being identified unless otherwise agreed by the Local Planning Authority.
- 10) Prior to any work commencing on site, details of a scheme for protecting the proposed dwellings from external noise shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall ensure that upon completion of the development, the following noise criteria (as recommended in BS8233:2014) shall be met:
 - i. all bedrooms shall achieve an 8-hour LAeq (23:00 to 07:00) of 30dB(A)
 - ii. all living rooms and bedrooms shall achieve a 16-hour LAeq (07:00 to 23:00) of 35dB(A)
 - iii. L_{Amax,F} noise levels shall not exceed 45 dBA more than 10 times between 23.00 – 07.00 hours inside bedrooms

A noise validation report demonstrating compliance with these noise criteria shall be submitted to and approved by the Local Planning Authority before any dwelling is occupied. This assessment shall be conducted with windows open for ventilation, unless mechanical ventilation has been provided, in which case these tests shall be performed with such mechanical ventilation running. Such noise protection measures shall thereafter be maintained and operated in accordance with the approved scheme.

- 11) Prior to commencement, a Biodiversity Enhancement Management Plan (BEMP) shall be submitted to and approved in writing by the Local Planning Authority. The BEMP shall include and implement the measures set out in the Technical Note prepared by FPCR (October 2025), together with any additional details necessary to secure biodiversity mitigation and enhancement. Development shall subsequently proceed in full accordance with the approved BEMP.
- 12) Prior to commencement of any development on site, a site specific method statement for the installation of the no dig surfacing and details of utilities/service routes shall be submitted to and approved in writing by the Local Planning Authority. The agreed measures shall then be implemented in full and maintained during all construction works.
- 13) Prior to the commencement of development, an Arboricultural Method Statement and Tree Protection Plan shall be submitted to and approved in writing by the Local Planning Authority. The agreed measures shall then be implemented in full and maintained during all construction works.

No trees within the site shall be felled, uprooted, wilfully damaged, or destroyed, cut back in any way or removed without the prior written consent of the Local Planning Authority. Any trees removed without such consent, or which die or become severely damaged or seriously diseased with five years from the completion of the development shall be replaced with trees of similar size and species and shall be planted in the immediate vicinity unless the Local Planning Authority gives its written consent to any variation.
- 14) No development shall take place until the applicant has secured the implementation of a programme of archaeological evaluation, in accordance with a Written Scheme of Investigation that has been submitted to and approved by the Planning Authority.
- 15) No development shall take place until the applicant has secured the implementation of a programme of archaeological mitigation of impact, in accordance with a Written Scheme of Investigation that has been submitted to and approved by the Planning Authority. The development shall be undertaken in accordance with the approved details.
- 16) Prior to commencement, a Biodiversity Gain Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.
- 17) The development shall not be brought into use until turning facilities have been provided in accordance with the details shown on the approved plan. The turning facilities shall be available for use by vehicles and kept free from obstruction throughout the lifetime of the development.

- 18) Before the development is brought into use, the means of vehicular access to the site shall be constructed in accordance with the approved plan.
- 19) The development shall not be brought into use until all areas indicated to be used for vehicles and pedestrians on the approved plan have been laid out with a drained surface. Provision shall be made to direct run-off water from the surface to a permeable or porous area or surface within the curtilage of the development. Such areas shall be retained as such for the lifetime of the development.
- 20) Notwithstanding any indication of details that may have been given in the application, the development hereby approved shall not be first brought into use until a fully detailed finalised hard and soft landscape, lighting 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.

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.

- 21) The development hereby approved shall not be first brought into use until a detailed boundary treatment plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include details of the positions, design, materials/species and acoustic fencing of the boundary treatments to be erected/planted, including the proposed gates relating to the pedestrian footpaths. The approved details shall be fully implemented before the use of the development is commenced and/or any part of the development is occupied and shall be retained thereafter.
- 22) No development shall commence above slab level, with the exception of the access roads and demolition, until a scheme has been submitted to, and agreed in writing by, the Local Planning Authority to demonstrate that the built development hereby permitted:
- a) reduces predicted CO2 emissions by at least 19% due to energy efficiency
 - b) incorporates measures that provides at least 10% of energy demand from decentralised and renewable or low carbon energy sources
 - c) reduces potable water use to 110 litres per person per day
 - d) incorporates electric charging points to all units.

The submitted strategy shall include a phasing plan detailing how compliance will be achieved, assessed, and verified on a plot-by-plot basis.

Prior to the first occupation of each dwelling, a verification report and completion certificate for that dwelling shall be submitted to and approved in writing by 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.

- 23) No dwelling hereby approved shall be first occupied until the spaces for vehicle parking and associated turning to serve that dwelling have been provided in accordance with the approved plans.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) the parking spaces (including garage(s)) hereby approved shall only be used for the purpose of parking private motor vehicles in connection with the residential use of the property and shall not, at any time, be used for business, commercial, industrial purposes or for the storage of boats, caravans or trailers.

- 24) Prior to occupation, details of cycle and bin storage provisions (for dwellings 1-22) shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be undertaken in accordance with the approved details.
- 25) The proposed hard surface/s shall either be made of porous materials or provision shall be made to direct run-off water from the hard surface/s to a permeable or porous surface within the site.
- 26) Construction of the development including site traffic and deliveries shall only be carried out between:
- 8:00 am and 18:00 pm Mondays to Fridays
 - 8:00 am and 13:00 pm on Saturdays
 - At no time on Sundays and Public Holidays
- 27) Notwithstanding any indication of materials that may have been given in the application or in the absence of such information, no development above slab level shall commence on site until samples / details including manufacturers details of all the materials to be used for external facing and roofing for the development hereby approved have been submitted to, and approved in writing by, the Local Planning Authority. The development works shall be carried out in accordance with the approved details.
- 28) The Local Authority shall be provided with a minimum of two weeks' written notice to the expected commencement date of demolition/construction activities on the site. Photographic evidence of all approved ground and protection fencing to be retained throughout the course of construction works shall be submitted to and approved in writing by the Local Planning Authority before development can proceed.

ENDS-----