



## MINUTES OF DEVELOPMENT CONTROL COMMITTEE

### DEVELOPMENT CONTROL COMMITTEE

Meeting held on Monday 28<sup>th</sup> November 2022  
at 7pm in The Function Room, The Harlington

**Present:**

Cllr May  
Cllr Schofield  
Cllr Robinson  
Cllr Holt

Also present: Cllr Woods

**Officers:** Charlotte Benham

1	<b>Apologies</b>  Cllr Hope
2	<b>Declarations of interest to any item on the agenda</b>  None declared
3	<b>Public Session</b>  None.
4	<b>Approval of the Notes</b>  The minutes of the development and control advisory group meeting held on Monday 14 <sup>th</sup> November were accepted as a correct record of the meeting.
5	22/02634/HOU 16 Albany Close Fleet Hampshire GU51 3PY <a href="#">Erection of a single storey rear extension, single storey front extension, two storey side extension, new bathroom window, side door and adjacent window to be replaced with new window</a> Comments required by 25 November <ul style="list-style-type: none"><li>• Appears adjoining neighbour has already extended to the rear so no issue with 45<sup>o</sup> rule</li><li>• No change in number of beds and as front garden is already extensively paved there is no new loss of greenery</li></ul>

NO OBJECTION

22/02672/HOU

4 Perry Drive Fleet Hampshire GU51 4ES

[Demolition of conservatory and erection of a single storey rear extension and alterations to fenestration](#)

Comments required by 25 November

Well treed garden but have a tree protection plan so NO OBJECTION

22/02554/FUL

10 Richmond Close Fleet Hampshire GU52 7UJ

[Demolition of an existing garage and erection of a 3 bedroom detached bungalow](#)

Comments required by 28 November

This is a modification to an earlier application that was in principle supported by FTC especially as it was a bungalow but Hart refused due to the impact on local character. The property has now been reduced in size so should overcome Hart's objection

The only issues are that

- there will be extensive front parking both for the new property and the existing bungalow which will have to pave over its front garden –
- the extensive paved area to the rear of the bungalow should be reduced where possible to reduce the impact of run-off
- There is reference to the use of soakaways which should be replaced with more modern SUDS drainage. There may be the need for some infiltration testing to determine the size of the SUDS tank
- The proposed water butts have very limited impact in periods of wet weather with frequent rainfall

NO OBJECTION in principle subject to modification of drainage system to SUDS

22/02681/HOU

10A Oakley Drive Fleet Hampshire GU51 3PP

[Demolition of existing garage and erection of a two storey front extension, two storey side extension, two storey rear extension and front porch. Conversion of loft into habitable accommodation and alterations to windows and doors](#)

Comments required by 29 November

- Property previously refused due to being out of character with the area in terms of style, mass and bulk. They have tried to overcome the problem by reducing the ridge height and a horizontal band delineating the ground floor in brick and the upper floor in render as a means of visually reducing the bulk of the building
- The ridge height has been reduced which lowers the headroom in the proposed loft bedroom. All windows have been removed from the loft room, again in an attempt to reduce the impact of being a three-storey house.
- Concern bedroom in roof has no windows – does this breach building regulations as no means of escape in event of fire? Also while not a planning matter having a bedroom

with no natural light would be bad design and potentially lead to a future application to introduce dormers to make the room habitable.

- As mentioned in the earlier report the site has been completely stripped of vegetation - Fleet Neighbourhood Plan Policy 15 residential Gardens states 50% of the front garden should be retained as soft landscaping to support biodiversity and contribute to climate change. Some soft landscaping should be added .
- Some continued concern about flooding impacts

NO OBJECTION in principle subject to:

- inclusion of soft landscaping to frontage and
- confirmation whether windows are required in loft room.
- Drainage Officer is satisfied development does not exacerbate local flood issues.

22/02732/HOU

81 Clarence Road Fleet Hampshire GU51 3RS

[Erection of a single storey timber clad contemporary garden building to be used as a home office](#)

Comments required by 30 November

36 sq m x 2.9 m high is a substantial footprint in an area with some mature trees, but no tree report.

HOLDING OBJECTION subject to tree report

22/02660/GPDHSE

1 Fieldway Fleet Hampshire GU51 4ER

[Erection of a single storey rear extension](#)

Comments required by 30 November

- Permitted development application 4.5m extension to the rear of the property
- Note drawings are inconsistent - plans show rooflights but the elevations do not??

If no objection from neighbours then NO OBJECTION.

22/02610/FUL

127 Albert Street Fleet Hampshire GU51 3RP

[Installation of 4 no. external air source heat pump units](#)

Comments required by 2 December

- Does nothing to enhance the street scene but already an industrial building
- Environmental Health Officer states noise levels are acceptable to neighbouring properties
- Supports Climate change initiative

NO OBJECTION

22/02520/FUL

Silverlea Cove Road Fleet Hampshire GU51 2RR

Erection of a 70 Bed care home (use class C2) including access, parking, landscaping and other associated works, following demolition of existing dwellings

Comments required by 6 December

- Challenge that this a brownfield site development. Hart's Brownfield Land Report of February 2022 states:

*Previously developed land, often referred to as brownfield land, is defined in the National Planning Policy Framework (2021) as: "Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. **This excludes:** land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; **land in built-up areas such as residential gardens, parks, recreation grounds and allotments;** and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.*

This is in effect a garden development that requires the demolition of three established residential properties and their curtilage to achieve an out of character development on the very edge of the settlement boundary.

- The string of bungalows that extend from the Ancells roundabout to the edge of the settlement boundary provide a transition from the urban area to the "countryside" - an area that was designated as a "Strategic Gap" and was deliberately a "dark zone" with no street lighting. This mass of building provides a harsh delineation between the developed settled area and the countryside - it is totally out of keeping with local character
- The end of the settlement area is also defined by the change in speed limit from 40 to 50 mph. It is not unusual for traffic to accelerate as it approaches the 50mph sign and pass through the 40 mph sign at more than 40mph. This would result in high speed traffic across the entrance to the proposed care home. In support of recent roadside surveys including Ancells Road (a 40 mph zone), the traffic survey conducted in July demonstrates that the 85% of traffic is close to or marginally above the designated speed limit but 15% of the traffic travels faster than the limit.
- Safety considerations would suggest a turn left only stipulation, in and out of the site (so people have to go around the roundabouts) to make access safer
- Cove Road is a main feeder route from Fleet to the motorway junction 4A and to the employment area of Summit Avenue. There is no designated cycle lane, so it is not a safe cycle route.
- The proposed narrowing of Cove Road to achieve some slowing of traffic to allow access to the facility is more likely to create a hazard than a benefit on such a heavily used road. Deemed poor design.
- It is not a sustainable site from access by public transport, there is only one bus service that passes the site, the No.10 which operates only 6 days per week, stops in the early evening and is not consistently a 1 hour service. This will not support shift pattern working. On weekends when more visitors to the site can be anticipated there is no Sunday service so visitors and staff will be disadvantaged and either resort to car access or train but Fleet Station is a significant walk with the section near the station being

severely undulating. There is also no proper footpath along Cove Road so the walk would be dangerous with so many cars especially if dark

- The proposed Travel Plan is deemed impotent as there are virtually no travel choices with only a single inadequate bus service, dangerous cycling access and poor pedestrian access.
- Although not a planning issue staffing a development in this location is potentially problematic and will need to draw on a larger employment catchment area and with the limited means of sustainable transport access, cars are the inevitable means of access which brings into question the limited on-site parking, especially when there is no immediate on road parking.
- The design report speaks of sustainable building standards but to prepare the site will require the demolition of three well-built bungalows. Having declared a Climate Change Emergency this will create a significant carbon issue.
- There is no consideration of sustainable building methods to reduce the impacts of construction. Under present environmental circumstances this is bad design
- The Design Report declares the building to be of domestic scale by reducing the height of the various elements to a maximum of 2.5 stories, but the bulk and mass of the building is of industrial proportions and is totally out of character with the surrounding domestic development.
- It is in breach of Retained Policy GEN1 and Fleet Neighbourhood Plan Policy 10 General Design Management – Development shall complement and be well integrated with neighbouring properties in the immediate locality in terms of scale, density massing separation layout materials and access. The South elevation facing Cove Road is a continuous development 62.25m long (over 200 feet) and the maximum ridge height above ground level is 11.8m
- The Needs Assessment is predicated on a “Local Sensitivity catchment “ which extends into Rushmoor with a declared population within 3 miles of the site of 93,080 compared with the total Hart population of 99,707, and an overall Fleet population close to 30,000 so the numbers are not site specific and rely on a catchment outside of Hart..
- Care homes are also being built or extended currently in Fleet.
- Although not directly a planning issue the potential demand on existing overstretched and under resourced medical facilities is dismissed too lightly.
- The number of beds is based upon Hart’s assessment in the Local Plan, so the allocation of sites can be anywhere within the District. This is a poorly located site on a busy feeder road with very limited public transport support or suitable for cycle access. No other sites have been evaluated within Hart that would meet the needs of a care home more sensibly. There exists a proposal for a similar development on Sankey lane which although far from ideal has fewer potential points of contention than the proposed development

## OBJECTION

22/02744/HOU

89 Reading Road South Fleet Hampshire GU52 7SY

[Demolition of conservatory and erection of a part two part single storey rear extension](#)

Comments required by 6 December

- Significant additional glazing to rear elevation (north facing) to allow more light into the extension, but fully glazed wall to master bedroom allows some overlooking – is this an issue?

Otherwise NO OBJECTION

22/02764/FUL

52 Church Road Fleet Hampshire GU51 4LY

[Erection of a detached dwelling with associated parking and amenity space](#)

Comments required by 8 December

- A vacant plot on Church Road? Effectively a 5 bedroom house which includes an integral garage at 6x3 metres – this garage does not count as parking space so a plan is required that shows 3 allocated and 1 unallocated space and storage for 6 cycle spaces including a cargo bike. Parking also needs consideration to accommodate the number of parking spaces and not impact the tree root zone
- The gate needs to be set back at least 6m from the kerb to allow a car to stop off the highway in the event the gate is closed
- Essential root zone protection should be permanently installed to the front of property as main parking area will cause soil compaction in the tree root zone
- No Block paving to be permitted, if necessary gravel parking areas, but area for 5 cars and turning to exit in a forward direction is restricted
- Road side boundary to be green vegetation and NOT boarded fencing which destroys the sylvan character of the Conservation Area. Reference Paragraph 9.2 NFCA Character Appraisal and Management Proposals highlights the continuation of the Article 4 Direction to be applied to front boundaries.  
Section 7 of the Design Statement should include the road side boundary as a “sensitive edge” as the front boundaries are a key character in the NFCA – see NFCA Character Appraisal and Management Proposals
- This is also a plot sub-division contrary to the recommendations of the Management Proposals
- The property should be more centrally located on the plot and not crowd the boundary as shown, but the preservation of the group of mature trees is recognised and their protection is welcome

An OBJECTION unless the recommendations above are observed, namely:

- gate being set back at least 6m from kerb
- no boarded fencing to Church Road boundary. Boundary to be designated by green vegetation to be in keeping with conservation area
- confirmation of an adequate parking layout that does not affect tree root zones
- no use of block paving to create parking areas.

22/02771/HOU

Tanglewood Gough Road Fleet Hampshire GU51 4LT

[Erection of a single storey rear extension, two storey side extension, conversion of garage into habitable accommodation, a new covered porch area, a new dormer on the main roof, and new site entrance gates](#)

Comments required by 8 December

- Extensive tree and root zone protection required and needs observation

	<ul style="list-style-type: none"> <li>• Loss of double garage – 5 bedroom house needs 4 parking spaces, a parking plan that meets this should be submitted</li> <li>• Loss of garage to a gym?</li> <li>• Question scale of gates – seem overly large?</li> </ul> <p>NO OBJECTION subject to confirmation of:</p> <ul style="list-style-type: none"> <li>• tree protection and a parking plan that meets Hart’s standards.</li> <li>• Reduction in the size of the proposed gates to be more in keeping with the character of the Conservation Area.</li> </ul> <p>22/02769/HOU  1 Fieldway Fleet Hampshire GU51 4ER  <a href="#">Erection of first floor side extension, conversion of store room to habitable accommodation to include the replacement of one of the garage doors with a window</a>  Comments required by 9 December</p> <p>NO OBJECTION</p>
6	<p><b>To Note:</b>  Review of weekly lists</p>
7	<p><b>Noted:</b></p> <p><b>Hart Planning Meeting Dates</b></p> <p>14<sup>th</sup> December 2022</p>
8	<p><b>Date of Next Advisory Group Meeting</b></p> <p>19<sup>th</sup> December 2022</p>

**Meeting closed: 8.45pm**

**Signed:**.....

**Date:** .....