

AGENDA
PLANNING COMMITTEE

Date: Thursday, 24 March 2016

Time: 10.00 am

Venue: Collingwood Room - Civic Offices

Members:

Councillor N J Walker (Chairman)

Councillor A Mandry (Vice-Chairman)

Councillors B Bayford
T M Cartwright, MBE
P J Davies
K D Evans
M J Ford, JP
R H Price, JP
D C S Swanbrow

Deputies: L Keeble
Mrs K K Trott
Mrs C L A Hockley
D J Norris



1. Apologies for Absence

2. Chairman's Announcements

3. Declarations of Interest

To receive any declarations of interest from members in accordance with Standing Orders and the Council's Code of Conduct.

4. Deputations

To receive any deputations of which notice has been lodged.

5. Development Management (Pages 1 - 15)

PLANNING APPLICATION P/15/0260/OA – LAND NORTH OF CRANLEIGH ROAD/WEST OF WICOR PRIMARY SCHOOL PORTCHESTER FAREHAM.

Outline planning permission with all matters reserved (except for access), for residential development for up to 120 dwellings, together with a new vehicle access from Cranleigh Road, public open space including a locally equipped are of play (LEAP), pedestrian links to public open space, surface water drainage and landscaping.

P GRIMWOOD
Chief Executive Officer

Civic Offices
www.fareham.gov.uk
16 March 2016

**For further information please contact:
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Agenda Item 5

P/15/0260/OA

PERSIMMON HOMES SOUTH
COAST

PORTCHESTER WEST

AGENT: BRYAN JEZEPH
CONSULTANCY

OUTLINE PLANNING PERMISSION WITH ALL MATTERS RESERVED (EXCEPT FOR ACCESS), FOR RESIDENTIAL DEVELOPMENT FOR UP TO 120 DWELLINGS, TOGETHER WITH A NEW VEHICLE ACCESS FROM CRANLEIGH ROAD, PUBLIC OPEN SPACE INCLUDING A LOCALLY EQUIPPED AREA OF PLAY (LEAP), PEDESTRIAN LINKS TO PUBLIC OPEN SPACE, SURFACE WATER DRAINAGE AND LANDSCAPING

LAND NORTH OF CRANLEIGH ROAD/ WEST OF WICOR PRIMARY SCHOOL
PORTCHESTER FAREHAM HAMPSHIRE

Report By

Kim Hayler - Direct dial 01329 824815

Amendments

Environmental Statement submitted on 8 December 2015 and amendments made to the proposal reducing the number of units from 135 to 120 on the same date.

Site Description

The site is situated north of Cranleigh Road, Portchester and lies outside the urban settlement boundary as defined within the Fareham Borough Local Plan;

The site is rectangular in shape and measures 5.53 hectares (13.7 acres) in size; it slopes gently southwards and forms part of a larger area of undeveloped land which extends further to the west;

Quintrel Avenue lies to the north; Wicor Primary School and Brenchley Close to the east; Cranleigh Road to the south. Wicor Recreation Ground lies further to the south west of the site;

The site is divided into two parts by a hedgerow, which runs the length of the site from north to south;

In recent years the site was used for grazing of horses, but is currently unused;

The site is predominantly Grade 1 Agricultural Land (the south western corner of the site is Grade 2);

There is a 1.05 metre diameter sewer running parallel to the eastern and southern boundaries of the site;

The site is located in close proximity to European designated sites (also commonly referred to as Natura 2000 sites); the Portsmouth Harbour Special Protection Area (SPA), Portsmouth Harbour Ramsar site and Portsmouth Harbour Site of Special Scientific Interest (SSSI).

There is an active badger sett in the centre of the site.

Description of Proposal

Outline planning permission is sought for up to 120 dwellings on the site, together with a new vehicle access from Cranleigh Road, public open space including a locally equipped area of play (LEAP), pedestrian links to public open space, surface water drainage and landscaping.

All matters are to be reserved except for means of access which would be from a new 'T' junction access off Cranleigh Road.

The site is naturally divided by a hedgerow running from north to south through the site. Approximately one third of the site (1.5 hectares/3.7 acres), on the western side of the north/south hedgerow would incorporate a range of ecological enhancements, sustainable drainage and public open space.

An illustrative layout has been submitted demonstrating how 120 dwellings could be laid out on the site. Dwellings along the western side are shown to overlook the open space area. New pedestrian links are proposed from Cranleigh Road into the site. A 12 metre wide sewer easement is shown to run parallel to the eastern and southern boundaries of the site and a 2 metre wide badger corridor is proposed along the northern boundary.

The illustrative layout shows a mixture of dwelling types and sizes, including 48 affordable units.

Policies

The following policies apply to this application:

National Planning Policy Framework
National Planning Practice Guidance

Approved Fareham Borough Core Strategy

CS2 - Housing Provision

CS4 - Green Infrastructure, Biodiversity and Geological Conservation

CS5 - Transport Strategy and Infrastructure

CS6 - The Development Strategy

CS11 - Development in Portchester, Stubbington and Hill Head

CS14 - Development Outside Settlements

CS15 - Sustainable Development and Climate Change

CS16 - Natural Resources and Renewable Energy

CS17 - High Quality Design

CS18 - Provision of Affordable Housing

CS20 - Infrastructure and Development Contributions

CS21 - Protection and Provision of Open Space

Development Sites and Policies

DPS1 - Sustainable Development

DSP2 - Environmental Impact

DSP3 - Impact on living conditions

DSP6 - New residential development outside of the defined urban settlement boundaries

DSP13 - Nature Conservation

DSP15 - Recreational Disturbance on the Solent Special Protection Areas

Relevant Planning History

The following planning history is relevant:

FBC.4337/73 - Residential development on 5.7 hectares - Refused - March 1981

FBC.4337/79 - Residential development on 5.6 hectares - Refused - June 1982

FBC.4337/80 - Residential development on 5.6 hectares - Refused - January 1983

FBC.4337/96 - Residential development on 3.66 hectares - Refused April 1986 - Dismissed on appeal July 1987

P/96/0623/OA - Residential development comprising 105 dwellings - Refused October 1996 - Dismissed on appeal September 1997

P/04/1907/OA - Residential development comprising 230 dwellings - Refused February 2005 - Dismissed on appeal July 2006

P/08/1296/CU - Change of use of land for the grazing and keeping of horses - Permission January 2009

Representations

Publicity on the application has been undertaken on two separate occasions. The first publicity took place prior to the submission of the Environmental Statement and when the application proposed up to 135 units.

As a result of this publicity four hundred and forty individual objections were received raising the following points:

- Increased traffic on already congested local roads;
- Additional demand on schools, doctors and medical centres;
- Should not build on green land;
- Same proposal as before, which was rejected by the Council and the Government Inspector;
- Additional demand on emergency services;
- Over development of the site;
- Impact on wildlife and their habitat;
- We were told there would be no more building in Fareham due to Welborne;
- Impact on property values;
- Ecology surveys were carried out at the wrong time;
- Loss of important gap between Fareham and Portchester;
- This is Grade 2 agricultural land.

One petition with 307 signatures objecting to the proposal has also been received.

Objection received from Portchester Society:

- The site is a green gap between Fareham and Portchester;
- Access will be a problem;
- The field is better kept as a green space for wildlife.

Objection received from the Fareham Society:

- The application site is not designated for development;
- The land is designated countryside;
- It is Grade 1 agricultural land, where the presumption is against development and protected by the Core Strategy.

Objection received from Portchester Civic Society:

- We were led to believe that Welbornes's 6,000 new homes will protect the local gap between Fareham and Portchester;
- There have been previous unsuccessful appeals on this site;
- Proposal is contrary to policy;
- Grade 1 land is a precious asset;
- No justification for the application.

The application was publicised for a second time (after submission of the Environmental Statement (ES) and the applicant reducing the number of units proposed to 120):

Four hundred and ninety two objections were received raising the following points:

- The ES identifies known impact to the SSSI;
- The site hosts an impressive range of wildlife;
- Wicor School site supports a huge range of wildlife; the application site contributes to the biodiversity;
- Loss of prime agricultural land;
- Impact on highway safety due to additional traffic in the area and cars parked in Cranleigh Road;
- Local schools are oversubscribed;
- Character of the area will change - the context of the development is at odds with the low density and scale of existing dwellings;
- Loss of a rare Portchester green gap;
- The developer has been strimming and spraying the field over the last year - if there is a lack of wildlife this is due to a lack of sympathetic management;
- The reduced number of units makes no difference to additional traffic;
- Impact on doctors, dentists and hospitals;
- Loss of open views across the field;
- There may not have been Brent Geese on the adjacent field during the survey period, but they have been seen at other times;
- The validity of the ES is questioned;
- The proposal will destroy the natural badger sett;
- There are a number of animals observed, but not mentioned in the ecology report;
- Not all trees are picked up on the report;
- Buildings may add to flooding issues in the area;
- Pollution from additional traffic;
- There is an old oil pipeline running north to south.

Objection received from Portchester Society

- Society strongly objects to building houses on the green gap;
- We were lead to believe that if permission were given to build Welborne then other open spaces would be protected;
- This is fertile farmland; there are other brownfield sites in the area;
- Traffic congestion;
- Lack of local facilities;
- Better to retain site for wildlife.

Objection received from the Fareham Society

- The application site is not designated for development in the recently approved Local Plan.
- It is in designated countryside (Land outside the Defined Urban Settlement Boundary).
- It is largely Grade 1 agricultural land, where the presumption is against development, and protected by Policy in the Core Strategy of the approved Local Plan.

Consultations

INTERNAL CONSULTEES

Trees - no objection

Ecology -

Internationally Designated Sites

The application site is located in close proximity to European designated sites (also commonly referred to as Natura 2000 sites); the Portsmouth Harbour Special Protection Area (SPA), Portsmouth Harbour Ramsar site and Portsmouth Harbour Site of Special Scientific Interest (SSSI).

Assessment for effects on the features and conservation objectives of those sites has been provided in an updated Habitats Regulations Assessment (HRA) following earlier Phase 2 assessments.

European Protected species

Dormouse

Results of surveys conducted following placement of 50 tubes in July and continuing to September 2014 and May and June 2015 fulfil requirements of survey. However, the site is described as having limited connectivity to suitable habitat. It is suggested that in Hampshire the connectivity of the surrounding landscape, e.g. to Cairns Plantation SINC at 870m west, that has elements of ancient woodland is likely to support this species, provides sufficient habitat linkage. While it has been accepted that dormouse is currently likely absent from the site, the conditions may change over time. Therefore it is suggested that, if planning permission were granted, a precautionary approach to hedgerow management of the development (detailed in the Environmental Management Plan) be implemented, and (depending on the time between grant of permission and commencement), further survey work to confirm ecological conditions.

Bats

The bat activity surveys recorded fairly constant low levels of activity, mainly by single or

small numbers of common and soprano pipistrelle bats. This development would not have an adverse impact on bats from habitat loss. If planning permission were granted a sensitive lighting scheme is recommended to reduce impacts on foraging bats. This can be provided at early detailed design stage and secured with a planning condition.

Reptiles

Local residents have raised concerns relating to the timing and methodology of the surveys carried out by the applicant's consultant. However the results of the surveys are reasonably consistent across the survey period as a whole, and as a result there is no major concern over this.

Reptiles will be mainly present at the boundaries and it is proposed to translocate the reptiles to the retained open space along the western portion of the site.

The ecological report specifies a mitigation strategy for a low population of reptiles. A detailed specification, addressing this strategy, should be included within the Ecological Construction Method Statement (ECMS) secured under a planning condition should planning permission be granted.

Badgers

The proposal involves closing an existing badger sett on the site and creating an artificial sett elsewhere on the site. In principle no objection is raised to this.

The illustrative layout shows an artificial badger sett located in the north western top corner of the open space. A licence would be required, issued by Natural England before any works are proposed to or close to the existing active badger sett.

The updated Design and Access statement specifies a Badger "corridor" to be separated from adjacent back gardens and also from the proposed development by 2 metre high close-boarded boundary fencing. From previous experience this corridor could become unserviceable for badger, both through unmanaged vegetation and fly-tipping and garden extension/damaged boundaries. The corridor is then likely to exacerbate the likely encroachment of gardens by badger that has been re-located from the main sett identified on the proposal site.

The above matter could be addressed by relocating the artificial badger sett.

The separation of dogs from the zone of the artificial badger sett should be considered in the Ecological Management Plan (EMP).

Enhancements

This development provides opportunities to enhance biodiversity in accordance with the Development Plan.

The submitted Report does include a range of recommendations regarding possible ecological enhancements. The report suggests that these can be detailed further in an Ecological Management Plan (EMP), which can be secured through a planning condition if permission is granted.

Conclusion

No objection is raised subject to suitable conditions relating to the submission of a detailed lighting strategy and a detailed Ecological Construction Method Statement (ECMS) and an Ecological Management Plan (EMP) if planning permission were granted.

Contamination - no objection

Pollution - no objection

EXTERNAL CONSULTTEES

Hampshire County Council (Archaeology) - no objection subject to condition

Southern Water Services -

There is an objection against the proposed surface water drainage strategy. Southern Water will not accept the connection of SUDS facilities such as basins, ponds, swales to public sewers or to sewers offered for adoption as public. Should the application receive planning permission a condition should be imposed securing approval of the foul and surface water sewerage disposal before development commences.

Natural England -

The application site is in close proximity to the Portsmouth Harbour Special Protection Area (SPA) which is a European site. The site is also listed as Portsmouth Harbour Ramsar site and also notified at a national level as Portsmouth Harbour Site of Special Scientific Interest (SSSI).

In considering the European site interest, the Council, as a competent authority under the provisions of the Habitats Regulations, should have regard for any potential impacts that a plan or project may have.

The applicant has produced a Habitats Regulation Assessment which would need to be adopted by the Council as the competent authority. Natural England notes that the authority, as competent authority under the provisions of the Habitats Regulations, has screened the proposal to check for the likelihood of significant effects.

The assessment concludes that the proposal can be screened out from further stages of assessment because significant effects are unlikely to occur, either alone or in combination.

This conclusion has been drawn having regard for the measures built into the proposal that seek to avoid all potential impacts, such as the boundary reinforcement of the public open space to the northern, western and southern side, and contributions towards the Solent Recreation and Mitigation Partnership.

This application is in close proximity to Portsmouth Harbour Site of Special Scientific Interest (SSSI). Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the site has been notified. Natural England therefore advise the authority that this SSSI does not represent a constraint in determining this application.

Environment Agency - No objection.

Hampshire County Council (Highways) -

The Highway Authority has considered the Transport Assessment accompanying the application and all relevant guidance and policy documents, both local and national, including the NPPF and guidance on Transport Assessment.

A highway impact assessment was carried out to identify the impact of the proposed development's likely generated traffic on the adjacent highway network, including the following junctions:

Proposed access/Cranleigh Road;
Cranleigh Road/Cornaway Lane/White Hart Lane;
Cornaway Lane/Central Road;
Nelson Avenue/Central Road;
Nelson Avenue/A27 West Street;
A27/Dore Avenue/Cornaway Lane;
A27 West Street/Jubilee Road
Station Road/A27 East Street/Castle Avenue/A27 West Street.

National guidance has been followed to predict traffic flows on the adjoining highway network for future years 2019 and 2024 and it is concluded the junctions will operate within capacity with the additional generated traffic from the proposed development.

The application is supported by an interim Framework Travel Plan the details which will be further developed and monitored to ensure it will have the required impact on improving the levels of sustainable travel to and from the site which is likely to result in a reduction in the anticipated traffic generation over time thereby further reducing the development's impact on the adjoining roads. The Travel Plan will be 'bonded' in such a way so that should the development not deliver the modal shift targets as detailed in the Travel Plan the county Council will be able to use those funds to implement measures that will deliver a shift away from single occupancy car trips.

The planning application when first submitted sought outline permission for the construction of a residential development up to 135 dwellings together with a new means of access from Cranleigh Road and was supported by a Transport Assessment.

The amended proposal seeks to reduce the residential development to 120 dwellings and is supported by the original Transport Assessment. There has been no significant changes in the local highway's operation since the previous proposal was considered and as such the Highway Authority's decision to raise no objection applies to the revised proposal, subject to the applicant entering into a Section 106 Obligation to secure a Full Travel Plan if planning permission were granted.

Hampshire County Council (Lead Flood Authority) -

Hampshire County Council as Lead Local Flood Authority have viewed the application and consider the proposal for surface water drainage meets the current standards/best practice in relation to surface water drainage. Where the proposals are connecting to an existing drainage system it is likely that the authorities responsible for maintaining those systems will have their own design requirements that will need to be reviewed and agreed as part of any

surface water drainage scheme.

Planning Considerations - Key Issues

Planning history
Principle of development
Land supply
Design
Landscape character
Loss of agricultural land
Affordable housing
Highways
Ecology
Effect on neighbouring properties
Effect on local infrastructure
Conclusion

PLANNING HISTORY

Applications for residential development of the site were refused in 1981, 1982, 1983, 1986, 1996 and 2004. Appeals following refusals in 1986, 1996 and 2004 were dismissed.

The most recent application, (P/04/1907/OA) was refused on 23 December 2004 for the development of more than 30 dwellings per hectare, including 50% affordable provision, together with a new square incorporating community uses and public open space provision, associated landscaping and roads. An appeal was lodged and subsequently dismissed on 8 May 2006. The application site was the same as the current proposal.

The appeal was dismissed on the grounds that the principle of residential development on the site was contrary to Local Plan Policies, the loss of space which contributed to the local gap was unacceptable as was the loss of Grade 1 and 2 of agricultural land.

Since the previous appeal the 'local gap' and 'coastal zone' designations have been removed, however the site continues to lie outside of the defined urban settlement boundary and is still classified Grade 1 and 2 agricultural land.

PRINCIPLE OF DEVELOPMENT

Policy CS2 (Housing Provision) of the adopted Core Strategy states that priority should be given to the reuse of previously developed land within the urban areas. Policies CS6 (The Development Strategy) and CS11 (Development in Portchester, Stubbington, Hillhead and Titchfield) go on to say that development will be permitted within the settlement boundaries.

The application site lies within an area which is outside of the defined urban settlement boundary.

Policy CS14 of the Core Strategy states that:

'Built development on land outside the defined settlements will be strictly controlled to protect the countryside and coastline from development which would adversely affect its landscape character, appearance and function. Acceptable forms of development will include that essential for agriculture, forestry, horticulture and required infrastructure.'

Policy DSP6 of the Local Plan Part 2: Development Sites and Policies states - there will be a presumption against new residential development outside of the defined urban settlement boundary (as identified on the Policies Map).

The site is clearly outside of the defined urban settlement boundary and the proposal is therefore contrary to Policies CS2, CS6, CS11 and CS14 of the adopted Core Strategy and Policy DSP6 of the adopted Local Plan Part 2: Development Sites and Policies Plan.

LAND SUPPLY

The Council's five year housing supply position is based upon the requirements of the Borough's adopted Local Plan (Part 2 and Part 3). Since the Navigator appeal in December 2014, Local Plan Part 2 and Local Plan Part 3 have both been found sound and adopted by the Council. In accordance with the Planning Practice Guidance, the Borough's housing requirement figures in the adopted Local Plans provide the basis for calculating the five year supply.

The NPPF requirement for Local Plan housing requirement to be based on Objectively Assessed Need (OAN) is acknowledged. This is being addressed through the development of the PUSH Spatial Strategy, which will identify what the Borough's objectively assessed housing need is, and translate this into a housing requirement figure for the Borough.

The Fareham Today: Special Housing Update November 2015 publication, which the applicant has made specific reference to, explains that in order to take account of the emerging Objectively Assessed Housing Need for the authority, Fareham have commenced a review of the adopted Local Plan, so that the authority can properly plan for the emerging housing [and employment] needs until 2036. Therefore, prior to the publication of the final PUSH Spatial Strategy (scheduled for September 2016), it is considered premature to base housing requirement on emerging work.

Expected housing supply over the period 2016/17 to 2020/21 is comprised of sites with planning permission, which are scheduled to be completed during this period; sites allocated within Local Plan Part 2, which are expected to be delivered over this period; and other policy compliant sites that the Council know to be available, suitable and deliverable within this five year period. Furthermore, the delivery of housing at Welborne forms a significant component of the Borough's overall housing supply. However, due to the existing delay in the delivery of housing at Welborne, supply is now not envisaged to commence until 2019/2020.

Taking these positions on housing requirement and housing supply into account, Fareham Borough Council is currently able to demonstrate a five-year land supply of 5.1 years.

DESIGN

The net developable site area (excluding the open space) is 3.54 hectares (8.75 acres), which equates to 33.8 dwellings per hectare. This level of density is comparable to the surrounding residential development.

Based on the illustrative details provided officers are satisfied that up to 120 dwellings can be accommodated on the site in a manner that accords with Fareham Borough Design Guidance Supplementary Planning Document (Excluding Welborne).

LANDSCAPE CHARACTER

The site is open and undeveloped, a character recognised by previous planning appeal Inspectors. There has been no material change in appearance and use of the site since the last appeal in 2004.

Whilst the development may not be seen from the coast the site has a connection with the coast, and the creep of urbanisation towards the coast would have an impact on the special character of the coastal edge and land around the northern part of the harbour.

The site contributes to the 'open edge' character to the western perimeter of Portchester and the intensive use of the site for housing development would substantially change this, harming its landscape character.

The southern boundary with Cranleigh Road is open, providing clear views into the site across an open field. These views would be substantially changed providing a hard built up edge, detrimental to the existing open landscape character.

The proposed development would not only introduce built form but also associated infrastructure, including lighting and planting which will affect the character of the landscape and visual amenity. The proposal would urbanise the existing site and totally change its visual appearance when viewed from outside of the site.

When viewed from a large number of residential properties and a number of public vantage points, the character of the area would be materially harmed.

LOSS OF AGRICULTURAL LAND

Although not farmed for many years, the land is predominantly Grade 1 with part of it Grade 2 agricultural land.

Paragraph 112 of the National Planning Policy Framework states: 'Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.'

Policy CS16 of the adopted Core Strategy states: 'New development will be expected to safeguard the use of natural resources by preventing the loss of the best and most versatile agricultural land (Grades 1, 2 or 3a of the National England Agricultural Land Classifications System).'

The loss of Grade 1 and 2 agricultural land is a material planning consideration and the proposal is therefore contrary to policy CS16 of the adopted Core Strategy and the NPPF.

AFFORDABLE HOUSING

The applicant is proposing to deliver 40% affordable homes in accordance with Policy CS18 of the adopted Core Strategy.

The affordable dwellings will comprise a mixture of sizes, including both affordable rented

and shared ownership properties.

HIGHWAYS

The Highway Authority has considered the application in detail; the submitted Transport Assessment has specifically dealt with the following matters:

- The site access and flow of traffic on Cranleigh Road;
- Visibility splays in Cranleigh Road, including speed sampling;
- Pedestrian access and safety;
- Cycle access;
- Accessibility by Sustainable Modes of Transport;
- Road safety;
- Trip generation and distribution;
- Traffic Impact, including assessments of a number of local junctions;
- Travel Plan - the application is supported by an interim Framework Travel Plan.

Whilst the Highway Authority acknowledges there will be an increase in vehicle movements associated with the development on the local highway network, no objection is raised as they are satisfied that the proposal will not materially harm highway safety.

ECOLOGY

Under the consultation section of this report the potential effects on wildlife have been set out.

No objection is raised to closing the badger sett and creating an artificial sett. There are no concerns relating to Dormouse and bats, and reptiles can be relocated on the site. Natural England has confirmed that measures can be built into the proposal that seek to avoid all potential impacts on the European Sites, including contributions towards the Solent Recreation and Mitigation Partnership.

In the event that planning permission is granted, the above matters could be secured through planning conditions and a Section 106 Obligation.

EFFECT ON NEIGHBOURING PROPERTIES

A large number of properties close to the site have an outlook across the application site. The outlook from these properties into the site would change markedly from an open field to a housing estate if the proposal were to go ahead. The submitted Landscape Appraisal states that the proposed development would have a substantial adverse effect on the visual amenity of properties in Cranleigh Road, a moderate adverse impact on properties on Brenchley Close and a Minor adverse effect on properties on Quintrel Avenue.

The illustrative layout demonstrates that 120 dwellings could be sited in a manner which meets this Council's requirements in respect of light and privacy as set out in the recently adopted Fareham Borough Council Design Guidance (excluding Welborne) SPD.

IMPACT ON LOCAL INFRASTRUCTURE

A number of residents raise concern about the effect 120 further homes would have on what are already perceived as strained schools, doctors and other services in the area. When developments of this scale come forward on individual sites, the expectation is that the needs of future residents should be met by the providers of those services. Whilst Officers acknowledge the strong local feeling on these issues, Officers do not believe that a reason for refusal can be substantiated on these grounds.

CONCLUSION

Officers acknowledge the proposal could deliver up to 120 dwellings, including 40% affordable housing which is a material planning consideration which needs to be given due weight.

Officers further acknowledge that through careful design and management, appropriate measures can be put in place to ensure that ecological interests are fully and appropriately safeguarded.

It is also noted that whilst the development would lead to an increase in vehicle movements within Cranleigh Road and immediate roads leading to and from it, it would not lead to materially unsafe highway conditions. The Highway Authority has highlighted that a Travel Plan secured through a Section 106 Obligation would assist in mitigating the impacts upon the highway network.

The application site is upon land which is entirely outside the defined urban settlement boundary where there is an in principle objection to new residential development except in exceptional cases. None of the exceptions set out within the adopted policies have been claimed here. This in principle policy objection weighs heavily against granting planning permission.

Furthermore the application site is a part of a much larger area of predominantly undeveloped land between the developed areas of Portchester and the coast. The development of this land will result in a marked change in the environment for many properties which presently overlook the site, and will result in further 'urban creep' towards the coast and into this undeveloped area. The change from open fields to an intensive housing development will materially harm the character of the area and the landscape on the southern side of Portchester.

The application site also comprises predominantly Grade 1 and Grade 2 Agricultural Land; these are the best grades of Agricultural Land. Both national and local planning policy seek to avoid the loss of the highest grades of agricultural land.

The applicant has challenged whether this Council has a five year supply of housing land. Details of the Council's housing land supply has been provided earlier in the report and confirms there is in excess of a five year housing land supply.

Officers conclude that the benefits that would arise from the proposal do not outweigh the harm caused by developing land outside the defined urban settlement boundary, the material harm this would cause to the character of the area through the loss of part of this undeveloped land, and the loss of areas of Grade 1 and 2 Agricultural Land. The proposals would be contrary to policies contained within the adopted Fareham Borough Core Strategy and Local Plan Part 2: Development Sites and Policies

Officers therefore recommend that the planning application should be refused for the reasons set out below.

Recommendation

REFUSE:

The development would be contrary to Policies CS2, CS4, CS5, CS6, CS11, CS14, CS16, CS17, CS18, CS20 and CS21 of the Adopted Fareham Borough Core Strategy 2011 and Policies DSP6, DSP13 and DSP15 of the adopted Local Plan Part 2: Development Sites and Policies Plan and is unacceptable in that:

(a) the proposal represents development outside the defined urban settlement boundary for which there is no justification or overriding need. The erection of up to 120 dwellings and their associated infrastructure upon this site would result in the loss this open, undeveloped area of land which would be harmful to the character of area;

(b) the proposal would result in the loss of Grade 1 and Grade 2 agricultural land;

(c) in the absence of a financial contribution or a legal agreement to secure such, the proposal would fail to provide satisfactory mitigation of the 'in combination' effects that the proposed increase in residential units on the site would cause through increased recreational disturbance on the Solent Coastal Special Protection Areas;

(d) in the absence of a legal agreement securing a Travel Plan, the proposed development would not make the necessary provision to ensure 'reduce and manage measures' are in place to assist in reducing the dependency on the use of the private motorcar;

(e) in the absence of a legal agreement securing provision of open space and facilities and their associated management, the recreational needs of residents of the proposed development would not be met;

(f) had it not been for the overriding reasons for refusal the Council would have sought an Ecological Construction Management Plan and Ecological Management Plan to ensure that all protected species are taken into account during and after construction. These would include alternative provision for habitats and future management and maintenance arrangements.

(g) had it not been for the overriding reasons for refusal the Council would have sought details of the SuDS strategy including the mechanism for securing its long-term maintenance.

Notes for Information

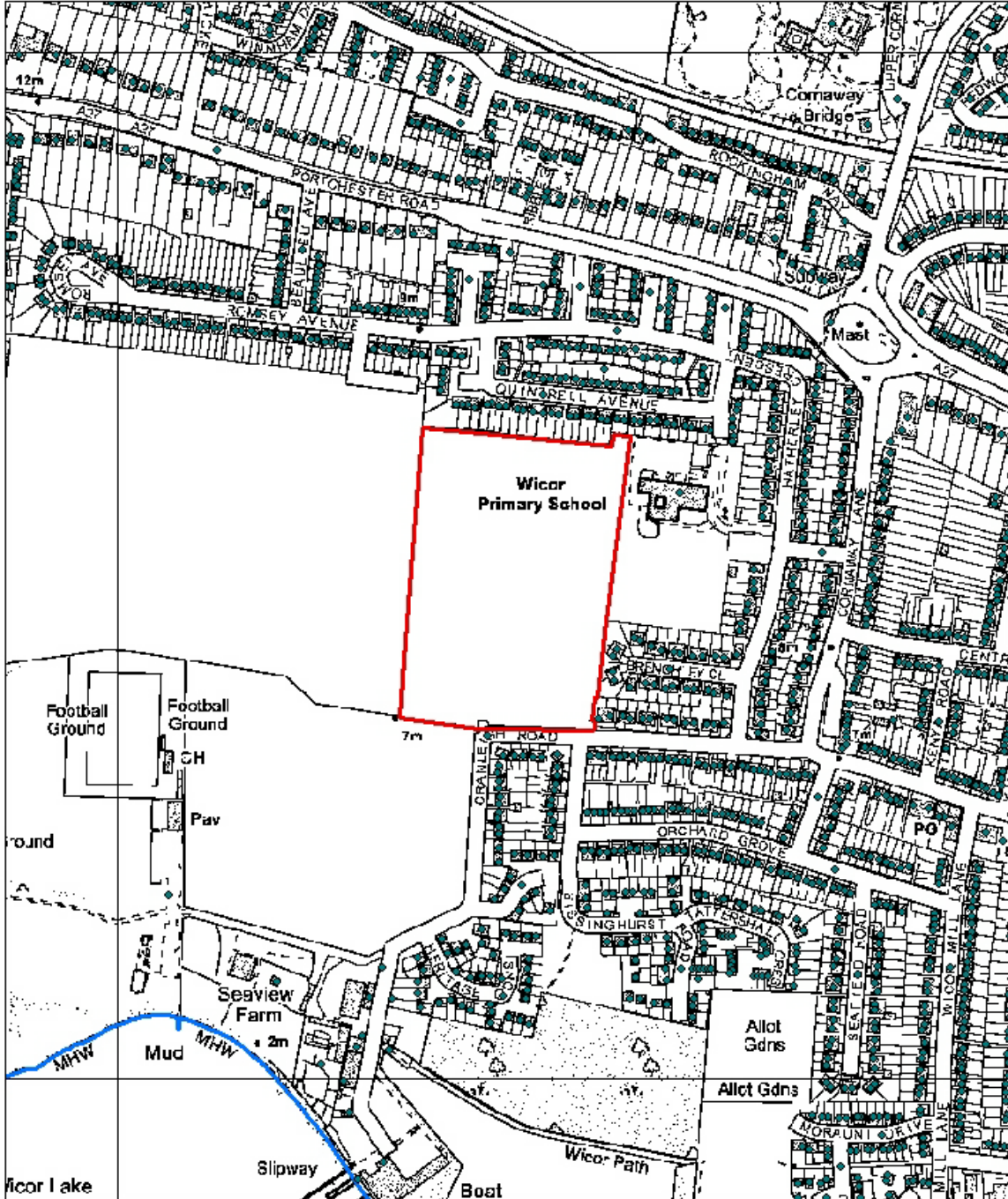
Had it not been for the overriding reasons for refusal to the proposal, the Local Planning Authority would have sought to address points c - e of the above by the applicant entering into legal agreements with Fareham Borough Council and Hampshire County Council.

Background Papers

See planning history above.

FAREHAM

BOROUGH COUNCIL



LAND NORTH OF CRANLEIGH ROAD
SCALE: 1:5,229

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