

FAREHAM

BOROUGH COUNCIL

AGENDA PLANNING COMMITTEE

Date: Wednesday, 24 April 2019

Time: 2.30 pm

Venue: Collingwood Room - Civic Offices

Members:

Councillor N J Walker (Chairman)

Councillor I Bastable (Vice-Chairman)

Councillors F Birkett
T M Cartwright, MBE
P J Davies
K D Evans
M J Ford, JP
Mrs K Mandry
R H Price, JP

Deputies: S Cunningham
S Dugan
Mrs C L A Hockley
Mrs K K Trott



1. Apologies for Absence

2. Minutes of Previous Meeting (Pages 1 - 4)

To confirm as a correct record the minutes of the Planning Committee meeting held on 20 February 2019.

3. Chairman's Announcements

4. Declarations of Interest

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

5. Deputations

To receive any deputations of which notice has been lodged.

6. 5 Year Housing Land Supply Position (Pages 5 - 18)

To consider a report by the Director of Planning and Regeneration on a update on the Council's 5 Year Housing Land Supply Position.

7. Planning applications and Miscellaneous Matters including an update on Planning Appeals (Page 19)

To consider a report by the Director of Planning and Regeneration on development control matters, including information regarding new planning appeals and decisions.

ZONE 1 - WESTERN WARDS

(1) **P/19/0028/FP - BORDERLAND FENCING NEW ROAD SWANWICK SO31 7HE** (Pages 22 - 35)

(2) **P/18/1252/FP - 21 BURRIDGE ROAD BURRIDGE SO31 1BY** (Pages 36 - 51)

(3) **P/19/0132/TO - WARSASH MARITIME ACADEMY NEWTOWN ROAD SO31 9ZL** (Pages 52 - 58)

(4) **P/18/1443/FP - 37 BROOK LANE WARSASH SO31 9FF** (Pages 59 - 64)

ZONE 2 - FAREHAM

(5) **P/19/0242/CU - 164A WEST STREET PO16 0EH** (Pages 66 - 72)

ZONE 3 - EASTERN WARDS

(6) **P/18/0005/OA - LAND TO EAST OF DOWN END ROAD FAREHAM** (Pages 75 - 119)

(7) **P/19/0297/TO - SPRINGFIELD WAY OPEN SPACE FAREHAM PO14 2RG**
(Pages 120 - 123)

(8) **Planning Appeals** (Pages 124 - 126)

8. **Tree Preservation Orders**

To consider the confirmation of the following Tree Preservation Order(s) which have been made by officers under delegated powers and to which no formal objections have been received.

Fareham Tree Preservation Order No. 757 2019 – 6 Ilex Crescent, Locks Heath.

Order served on 11 January 2019 for which no objections have been received. It is recommended that Fareham Tree Preservation Order No. 757 be confirmed as made and served. Should confirmed of this order be approved, it is proposed to revoke Fareham Tree Preservation Order No. 756 which covers the same tree.

Fareham Tree Preservation Order No. 758 2019 – Land North of Addison Road, Park Gate.

Order served on 25 January 2019 which covers fourteen individual trees and for which no objections have been received. It is recommended that Fareham Tree Preservation Order No. 758 be confirmed as made and served.



P GRIMWOOD
Chief Executive Officer
Civic Offices
www.fareham.gov.uk
12 April 2019

For further information please contact:
Democratic Services, Civic Offices, Fareham, PO16 7AZ
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democraticservices@fareham.gov.uk

FAREHAM

BOROUGH COUNCIL

Minutes of the Planning Committee

(to be confirmed at the next meeting)

Date: Wednesday, 20 February 2019

Venue: Collingwood Room - Civic Offices

PRESENT:

Councillor N J Walker (Chairman)

Councillor I Bastable (Vice-Chairman)

Councillors: F Birkett, T M Cartwright, MBE, P J Davies, K D Evans,
M J Ford, JP, Mrs K Mandry and R H Price, JP

Also Present: Councillors S Cunningham (Item 6 (3)) and Mrs C L A Hockley
(Items 6 (1) and 6 (2))



1. APOLOGIES FOR ABSENCE

There were no apologies for absence.

2. MINUTES OF PREVIOUS MEETING

RESOLVED that the minutes of the Planning Committee meeting held on 16 January 2019 be confirmed and signed as a correct record.

3. CHAIRMAN'S ANNOUNCEMENTS

There were no Chairman's announcements.

4. DECLARATIONS OF INTEREST

In accordance with Standing Orders and the Council's Code of Conduct Councillor Mrs K Mandry declared a non-pecuniary interest in both items 6 (1) and 6 (2) – 293B Titchfield Road, as the owner of the neighbouring property is her dog groomer.

5. DEPUTATIONS

There were no deputations made at this meeting.

6. PLANNING APPLICATIONS AND MISCELLANEOUS MATTERS INCLUDING AN UPDATE ON PLANNING APPEALS

The Committee noted a report by the Director of Planning and Regulation on the development management matter applications and miscellaneous matters including the information on Planning Appeals.

(1) P/18/0809/VC - 293B TITCHFIELD ROAD TITCHFIELD PO14 3ER

At the Invitation of the Chairman, Councillor Mrs C L A Hockley addressed the Committee on this item.

Councillor Mrs K Mandry declared a non-pecuniary interest in this item, as the owner of the neighbouring property is her dog groomer.

A motion was proposed and seconded the refuse the application, which was voted on and CARRIED.

(Voting: 7 in favour; 2 against)

RESOLVED that PLANNING PERMISSION be REFUSED.

Reasons for Refusal:

The proposal is contrary to Policy DSP3 of the adopted Fareham Borough Local Plan Part 2: Development Sites and Policies and is unacceptable in that, by virtue of its height and proximity to the party boundary, the raised patio results in overlooking of the adjacent property, 293 Titchfield Road, harmful to the privacy of the occupants of that neighbouring property.

Note for Information: Had it not been for the overriding reason for refusal concerning the proposed raised patio, Members of the Planning Committee have indicated that they would have indicated that they would have been minded to approve the application in all other respects.

(2) P/18/0811/VC - 293B TITCHFIELD ROAD TITCHFIELD PO14 3ER

At the Invitation of the Chairman, Councillor Mrs C L A Hockley addressed the Committee on this item.

Councillor Mrs K Mandry declared a non-pecuniary interest in this item, as the owner of the neighbouring property is her dog groomer.

Upon being proposed and seconded, the officer recommendation to grant planning permission, subject to the conditions in the report, was voted on and CARRIED.

(Voting: 6 in favour; 3 against)

RESOLVED that, subject to the conditions in the report, PLANNING PERMISSION was granted.

(3) P/18/1340/FP - 54 WEST STREET PORTCHESTER PO16 9UN

At the invitation of the Chairman, Councillor S Cunningham addressed the Committee on this item.

Upon being proposed and seconded the officer recommendation to grant planning permission, subject to the conditions in the report, was voted on and CARRIED.

(Voting: 8 in favour; 1 against)

RESOLVED that PLANNING PERMISSION be granted.

(4) Planning Appeals

The Committee noted the information in the report.

7. TREE PRESERVATION ORDER NO 753 - 24 THORNTON AVENUE WARSASH

The Committee considered a report by the Director of Planning and Regulation on Tree Preservation Order No. 753, to which objections have been raised.

RESOLVED that Tree Preservation Order No. 753 be confirmed.

8. TREE PRESERVATION ORDERS

The Committee considered the confirmation of the following Fareham Tree Preservation Order(s), which have been made under delegated powers and to which no formal objection has been received.

Fareham Tree Preservation Order No. 726 2018 – Fragorum Fields and 217, 243 & 243a Hunts Pond Road, Titchfield Common.

Order served on 21 September 2018 for which there were no objections.

RESOLVED that Fareham TPO 726 is confirmed as made and served.

Fareham Tree Preservation Order No. 754 2018 – 59 Peters Road, Locks Heath.

Order served on 9 November 2018 for which there were no objections.

RESOLVED that Fareham TPO 754 is confirmed as made and served.

Fareham Tree Preservation Order No. 755 2018 – 55 – 75 Holly Hill Lane, West of Hawthorn Lane & Bramble Lane, Sarisbury.

Order served on 20 December 2018 for which there were no objections.

RESOLVED that Fareham TPO 755 be confirmed as made and served.

(The meeting started at 2.30 pm
and ended at 4.09 pm).

FAREHAM

BOROUGH COUNCIL

Report to Planning Committee

Date **24 April 2019**

Report of: **Director of Planning and Regeneration**

Subject: **FIVE YEAR HOUSING LAND SUPPLY POSITION**

SUMMARY

The following report provides the latest update on the Council's Five Year Housing Land Supply position, and supersedes the update previously provided to the Planning Committee on 12th December 2018.

RECOMMENDATION

That the Committee note: -

- (i) the content of the report and the current 5-Year Housing Land Supply position;
- (ii) that the 5-Year Housing Land Supply Position set out in the attached report (which will be updated regularly as appropriate) is a material consideration in the determination of planning applications for residential development.

INTRODUCTION

1. The following 5YHLS position updates and supersedes those previously provided to the Planning Committee. It will continue to be regularly updated as appropriate and will represent a material consideration in the determination of planning applications. It should be noted that the Council's housing land supply position can go down as well as up depending on the circumstances relevant at any given time.

NATIONAL PLANNING POSITION ON HOUSING NEED

2. The requirement of the National Planning Policy Framework is for housing need to be calculated by a standard method, as set out in the Planning Practice Guidance.
3. The standard method uses household growth projections and house-price to earnings affordability data (produced by the Office for National Statistics) to calculate the Local Housing Need figure for a Local Planning Authority.
4. In February 2019, the Government confirmed that the 2014 based household growth projections should be used within the standard method to calculate the annual housing need figure. In late March 2019 the latest house price to earnings affordability data was published by the Office for National Statistics.
5. The Housing Delivery Test results were published by the Ministry of Housing, Communities and Local Government (MHCLG) in February 2019. These results require this Council to apply a buffer of 5% to its annual requirement.
6. The housing need figure for Fareham, using the standard method, is 520 dwellings per annum. Calculation of the Council's 5-Year Housing Land Supply Position based on an annual dwelling requirement of 520 and a 5% buffer gives a projected position of 4.66 years.

RISK ASSESSMENT

7. There are no significant risk considerations in relation to this report.

CONCLUSION

8. That the Committee note the content of the report and the updated 5YHLS position.
9. That the 5YHLS position set out in the attached report (which will continue to be updated regularly as appropriate) is a material consideration in the determination of planning application for residential development.

Enquiries:

For further information on this report please contact Lee Smith. (Ext 4427).

Fareham Borough Council

Five-Year Housing Land Supply Position

April 2019

1.0 INTRODUCTION

- 1.1 The National Planning Policy Framework (NPPF) requires Local Planning Authorities to identify and update annually a supply of specific deliverable sites to provide five years supply of housing against their housing requirements. The NPPF also requires an additional buffer of 5% (or 20% in the case of persistent under-delivery) to ensure choice and competition in the market for land.
- 1.2 This document has been prepared to provide the latest position on the 5 Year Housing Land Supply (5YHLS) in Fareham Borough. It will be updated at regular intervals to ensure the most accurate and up-to-date position is available. Updates will be provided to the Planning Committee when relevant and will also be advised on the Council's website.
- 1.3 This document is iterative/live and will only provide the most accurate position of 5YHLS at the time of publication. It is possible that sites will be omitted from the 5YHLS and then subsequently, when circumstances change, may feature again in a future iteration of the 5YHLS position (and vice versa). Likewise, delivery rates for included sites are not fixed and are subject to revision following correspondence with site promoters/ developers.

2.0 HOUSING NEED

- 2.1 The requirement through the revised NPPF is for housing need to be calculated through a standard method. The standard method is based on household growth projections and house-price to earnings affordability data published by the Office for National Statistics (ONS).
- 2.2 Since the last 5YHLS report was presented to the Planning Committee in December 2018, the Government has published changes to the household growth projections which are to be used to calculate the Local Housing Need figure. In addition to this, updated house-price to earnings affordability data has been published by the ONS.
- 2.3 In October last year the Government consulted on using older 2014-based ONS household projections, rather than the more up-to-date lower 2016 projections, to calculate local housing need. Following the consultation, the Government confirmed in February this year that the 2014-based ONS household projections should be used in the standard method calculation.
- 2.4 Use of the 2014-based household growth projections along with the updated house-price to earnings affordability data within the standard method results in the Council having a Local Housing Need figure of 520 dwellings per annum.
- 2.5 There remains a requirement in the revised NPPF to include at least a 5% buffer on top of the 5-year housing requirement, "to ensure choice and competition in the market for land".
- 2.6 The level of the buffer (5% or 20%) is now determined through the Housing Delivery Test, which has been introduced as part of the revised NPPF. The NPPF advised that each Council's Housing Delivery Test result will be calculated and published by MHCLG in November of each year, with the first result due in November 2018.
- 2.7 The results for the 2018 Housing Delivery Test (HDT) were finally published by the MHCLG on 19th February 2019. The results for Fareham were better than anticipated, with the Council achieving 137% in terms of the number of homes delivered.
- 2.8 Fareham's HDT results were considerably higher than the pass rate of 95%, which means that the Council can apply a 5% buffer to its five-year housing land supply position.

Fareham passed the test because the Government measurement appears to be against the Council's Adopted Local Plan rather than, as expected, against household projections. The 5% buffer increases the dwellings per annum requirement to 546.

3.0 HOUSING SUPPLY

3.1 The revised National Planning Policy Framework requires Local Planning Authorities to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their local housing need. As such, this section sets out the different sources which make-up the Council's projected five-year housing supply.

Planning Permissions

3.2 A comprehensive list of all sites with outstanding planning permission at the start of each monitoring year is provided annually to the Council by Hampshire County Council. However, to ensure that this 5YHLS position provides the most accurate and up-to-date position, all new planning permissions up until the 31st March 2019 are also taken account of. Sites with planning permission are only included within the projected supply where there is clear evidence that the site is being delivered or will be delivered within the 5-year period. As such, where there is some indication that a planning permission will not be implemented then the site has been omitted from the 5YHLS on a precautionary basis. However, this may change if subsequent information comes to light to suggest the development will take place in the five-year period.

3.3 The monitoring of new permissions and the delivery projections of existing sites with planning permission will continue to be kept regularly up-to-date by Fareham Borough Council Officers, through regular correspondence with site developers.

3.4 Dwellings completed between 1st April 2018 and the 31st March 2019 have been removed from the 'Details of Projected Housing Supply for the 5-Year Period (1ST APRIL 2019 – 31ST MARCH 2024)' set out at Section 5 of this report. The level of completions is estimated at present based upon site visits undertaken by Officers and Council Tax information. The number of completions during the last financial year will be updated when the five-year housing land supply position report is next presented to the Planning Committee

Resolutions to Grant Planning Permission

3.5 Housing delivery from sites with a resolution to grant planning permission form a significant component of the projected supply. These consist of sites which have been approved by the Council's Planning Committee, but the formal grant of planning permission remains subject to matters such as the completion of a legal agreement (i.e. Section 106).

3.6 Based on information provided by applicants, these sites are expected to contribute fully to the Council's 5YHLS, however projections will be kept under review by the Council. It has been assessed that the 'up to' figures in the resolutions to grant permission are reasonable and achievable, however, should the subsequent reserved matters applications revise the development quantum then this may need to be reflected in future updates on the 5YHLS position, should those quantum be acceptable.

Adopted Local Plan Housing Allocations and Emerging Brownfield Sites

3.7 Officers have undertaken a review of the residual allocations and policy compliant sites from the adopted Local Plan to inform the 5YHLS position. This has been based on correspondence with the site promoter and Planning Officer judgement.

3.8 Members will be aware that in mid-December 2018, a substantial amount of supporting/

revised information was provided in connection with the current planning application for Welborne. The submitted information includes projected housing completions at Welborne within the next 5 years. The applicant, Buckland Development Ltd, have advised that they anticipate 30 dwellings would be delivered in 2020-21, 180 in 2021-22, 240 in 2022-23 and 240 in 2023-24. This would total some 690 dwellings in the five-year period.

- 3.9 In instances where Officers have gathered information on the timing and delivery rates from site landowners or developers, the Council have in some instances taken a more precautionary approach to delivery than may have been proposed by the site developer. This could be, for example, if they failed to allow sufficient time for planning permissions to be secured, or if the delivery rates were considered too optimistic. It is important that the Council has a robust basis for its 5YHLS calculations, as adopting a set of unrealistic assumptions may result in a 5YHLS figure that may not be accepted by an appeal Inspector.
- 3.10 This process of liaison with site promoters and developers will remain ongoing to ensure a robust and evidenced position on 5YHLS can be demonstrated.

Windfall Allowance

- 3.11 Paragraph 70 of the revised NPPF allows for an allowance to be made for housing delivery from windfall sites, providing that there is compelling evidence that they will provide a reliable source of supply having regard to historic windfall delivery rates and expected future trends. An allowance for windfall housing from small sites (1-4 units) has been included within the projected 5-year supply, but avoids any small-site windfall development in years 1-3 of that projection and any large-site windfall from the entire 5-year projection.
- 3.12 The windfall rates used in the 5YHLS projection are set out in the Council's Housing Windfall Projections Background Paper (2017)¹.

Calculating the 5YHLS

- 3.13 In summary, the 5YHLS position in this paper is based on the following: -
- Local Housing Need figure of 520 dwellings per annum.
 - Application of a 5% buffer on the Local Housing Need figure.
 - Outstanding planning permission data provided by Hampshire County Council up until 31st March 2018 and Fareham Borough Council records from 1st April 2018 until 31st March 2019.
 - Sites with a resolution to grant planning permission, allocated within the adopted Local Plan and emerging brownfield sites which are expected to deliver housing over the 5-year period 1st April 2019 to 31st March 2024.
 - Expected windfall development from small sites (1-4 units) in years 4 and 5 (i.e. 1st April 2022 – 31st March 2024).
 - Delivery projections and rates which are derived from detailed liaison with site developers (particularly for larger development sites).

¹ Available at: http://www.fareham.gov.uk/PDF/planning/local_plan/DraftLocalPlanEvidenceBase/EV24-BackgroundPaperHousingWindfallProjections.pdf

4.0 FIVE-YEAR HOUSING LAND SUPPLY POSITION

4.1 The following table provides a summary of the Council's current 5YHLS position as per the date of this paper.

HOUSING REQUIREMENT		
A	Local Housing Need: Dwellings per annum 2019-36	520
B	Local Housing Need: Total requirement for 1 st April 2019 to 31 st March 2024 (A x 5)	2,600
C	5% buffer to ensure choice and competition in the market for land (B x 5%)	130
D	Total housing requirement for period from 1st April 2019 to 31st March 2024 (B+C)	2,730
E	Annual requirement for period from 1 st April 2019 to 31 st March 2024 (d/5)	546
HOUSING SUPPLY		
F	Net outstanding planning permissions for small sites (1-4 units) expected to be built by 31 st March 2024 (discounted by 10% for lapses)	93
G	Net outstanding planning permissions for large sites (5 or more units) expected to be built by 31 st March 2024	644
H	Dwellings with a Resolution to Grant Planning Permission that are expected to be built by 31 st March 2024	831
I	Dwellings allocated in Adopted Local Plan (LP2 & LP3) that are expected to be built by 31 st March 2024	757
J	Dwellings from emerging brownfield sites (Adopted Local Plan - LP1 & LP2) that are expected to be built by 31 st March 2024	145
K	Small site windfall allowance (years 4 – 5) (37 dwellings x 2 years)	74
L	Expected housing supply for the period from 1st April 2019 to 31st March 2024 (F+G+H+I+J+K)	2,544
M	Housing Land Supply Position over period from 1st April 2019 to 31st March 2024 (L – D)	-186
N	Housing Supply in Years (L / E)	4.66 years

4.2 The above table shows the Council to currently have 4.66 years of housing supply against the 5YHLS requirement.

4.3 The full detail behind the projected five-year supply of 2,544 dwellings is provided in Section 5.

5.0 DETAILS OF PROJECTED HOUSING SUPPLY FOR THE 5-YEAR PERIOD (1ST APRIL 2019 – 31ST MARCH 2024)

PROJECTED SUPPLY	2019/20	2020/21	2021/22	2022/23	2023/24	Totals	Notes for 5Y Position
OUTSTANDING PLANNING PERMISSIONS - SMALL (1-4 dwellings) (10% discount)	31	31	31			93	10% reduction rate applied to account for likely lapses in permission.
OUTSTANDING PLANNING PERMISSIONS - LARGE (5 dwellings+)						644	
16 Botley Road, Park Gate (03/1439/FP)	6					6	Site under construction. 12 units completed 18/19.
3-33 West Street, Portchester (07/0042/FP)	16					16	Site under construction.
New Park Garage, Station Road, Park Gate (09/0672/FP)	14					14	Site under construction.
Land off Cartwright Drive, Titchfield (14/0741/FP)	40	46				86	Site under construction. Delivery projections as informed by HCC (2018).
100 Wickham Road, Fareham (14/1252/FP)		13				13	Details Pursuant to conditions now in P/14/1252/DP/A. Nothing to indicate that the site won't be developed in the 5-year period at this stage (April19)
Swanwick Marina, Bridge Road (15/0424/VC)		20	30			50	The site is still considered to be developed in the 5-year period at this stage.
123 Bridge Road, Sarisbury Green (15/0391/FP)	5					5	Site owned by FBC. Detailed planning in place and delivery expected to start in Spring 2019.
4-14 Botley Road, Park Gate (16/0295/FP)	46					46	Site under construction.
Land to rear of 405 & 409 Hunts Pond Road (P/16/1251/FP)	4					4	Site under construction. 6 units completed 18/19.

PROJECTED SUPPLY	2019/20	2020/21	2021/22	2022/23	2023/24	Totals	Notes for 5Y Position
189-199 West Street, Fareham (P17/0293/PC)	8					8	Development commenced. Nothing to indicate that the site won't be developed in the 5-year period at this stage.
Auto & Marine, 132 Highlands Road, Fareham (P/17/0366/FP)	5					5	Site under construction.
Land to rear of 184 Bridge Road (P/17/0697/FP)	8					8	Site under construction.
1 Station Industrial Park, Duncan Road, Park Gate (P/17/1219/PC)		15				15	No construction on site - remains offices. Expected to deliver in the 5-year period.
10 East Street, Fareham (P/17/1060/FP)			5			5	No construction on site at present but site is expected to deliver in the 5-year period.
Willows End, 312 Old Swanwick Lane (P17/1390/FP)			6			6	Details pursuant application approved April 18 to enable development to commence - expected to deliver in the 5-year period
Cranleigh Road, Portchester (Appeal allowed, Reserved Matters Application P/17/1170/RM)	40	40	24			104	Site under construction. 16 units completed in 2018/19.
Wykeham House School (P/17/0147/FP)	10	5				15	Site under construction.
Land east of Brook Lane, Warsash - Taylor Wimpey (P/16/1049/OA)		10	45	30		85	Permission granted by Planning Inspector following planning appeal (APP/A1720/W/17/31774/35). Reserved matters in

PROJECTED SUPPLY	2019/20	2020/21	2021/22	2022/23	2023/24	Totals	Notes for 5Y Position
Hampshire Rose, Highlands Road, Fareham (P/17/0956/FP)	18					18	Site owned by FBC. Detailed planning in place and development expected to start in Spring 2019.
Former Scout Hut Coldeast Way Sarisbury Green (P/17/1420/OA)			7			7	Outline planning approved in May 2018. Land expected to be transferred from HCA to FBC in Autumn 2018.
18-23 Wykeham Place (Former School Sports Hall), East Street, Fareham (P/18/0589/FP)	6					6	Site under construction.
Land North of Funtley Road, Funtley (P/17/1135/OA)		27				27	Full planning approved November 2018. Recent permission expected to deliver in 5 year period.
Southampton Road (Land at Segensworth Roundabout) (P/18/0897/FP)				41		41	Full planning approved December 2018 for 75 bed care home (housing delivery test ratio applied).
123 Barnes Lane, Sarisbury Green (P/18/0690/FP)				41		41	Full planning approved December 2018 for 75 bed care home (housing delivery test ratio applied).
Land to East of Bye Road (self/custom build) (P/17/1317/OA)		4	3			7	Full planning approved January 2019. Recent permission expected to deliver in 5 year period.
Land to south of Rookery Avenue, Swanwick (P/18/0235/FP)	6					6	Full planning approved October 2018. Recent permission expected to deliver in 5 year period.
RESOLUTION TO GRANT PLANNING PERMISSION – LARGE (5 dwellings+)						831	

PROJECTED SUPPLY	2019/20	2020/21	2021/22	2022/23	2023/24	Totals	Notes for 5Y Position
Land at Brook Lane, Warsash - Foreman Homes (P/17/0845/OA)		40	70	70		180	Resolution to grant outline planning permission at January 2018 Planning Committee for up to 180 dwellings, subject to a Section 106 agreement.
Land East of Brook Lane, Warsash – Bargate Homes (P/17/0752/OA)		20	40	40	40	140	Resolution to grant outline planning permission at January 2018 Planning Committee for up to 140 dwellings, subject to a Section 106 agreement.
Land South of Greenaway Lane, Warsash - Land & Partners (P/17/0998/OA)		25	60	60	12	157	Resolution to grant outline planning permission at May 2018 Planning Committee for up to 157 dwellings, subject to a Section 106 agreement. Projections pushed back one year compared with site promoter's submission.
Heath Road, Locks Heath – Hampshire County Council (LP2 H11) (P/17/1366/OA)		30	40			70	Resolution to grant outline planning permission at February 2018 Planning Committee for up to 70 dwellings, subject to a Section 106 agreement.
East & West of 79 Greenaway Lane, Warsash (P/18/0107/OA)		20	10			30	Resolution to grant outline planning permission at June 2018 Planning Committee for 30 dwellings, subject to a Section 106 agreement.

PROJECTED SUPPLY	2019/20	2020/21	2021/22	2022/23	2023/24	Totals	Notes for 5Y Position
Land South of Funtley Road, Funtley (P/18/0067/OA)		15	30	10		55	Resolution to grant outline planning permission at July 2018 Planning Committee for 55 dwellings, subject to a Section 106 agreement.
Land South West of Sovereign Crescent, Locks Heath (P/18/0484/FP)		8	30			38	Resolution to grant full planning permission at September 2018 Planning Committee for 38 dwellings, subject to a Section 106 agreement.
Moraunt Drive, Portchester (P/18/0654/FP)		16	32			48	Resolution to grant full planning permission December 2018.
Southampton Road (Reside) (P/18/0068/OA)		35	50	20		105	Resolution to grant outline planning permission December 2018.
Egmont Nurseries, Brook Avenue (P/18/0592/OA)			8			8	Resolution to grant outline planning permission December 2018.
ADOPTED LOCAL PLAN HOUSING ALLOCATIONS						757	
Wynton Way, Fareham (LP2 H3)				18		18	Site currently owned by HCC. Acquisition of site from HCC is agreed in principle but subject to negotiation. Pre-app has taken place and constraints plans complete to inform layout plan and yield. Expected to realistically delivery toward the latter part of 5-year period.

PROJECTED SUPPLY	2019/20	2020/21	2021/22	2022/23	2023/24	Totals	Notes for 5Y Position
335-337 Gosport Road, Fareham (LP2 H4)					12	12	Site currently owned by HCC. Pre-app has taken place and constraints plans complete to inform layout plan and yield.
Stubbington Lane, Hill Head (LP2 H12)			12			12	Site owned by FBC. Expected to deliver affordable homes in the short term. Pre-app has taken place and a concept design has been agreed in principle. Site is expected to deliver in the 5-year period.
Sea Lane, Hill Head (LP2 H13)			8			8	Site owned by FBC. Expected to deliver affordable homes in the short term.
Corner of Station Road, Portchester (LP2 H20)				17		17	Site recently purchased by FBC. Has existing resolution for 17 aged-persons apartments (P/16/0142/FP) subject to a Section 106 agreement. Expected to deliver in the short term.
Welborne (LP3)		30	180	240	240	690	Based on phasing information submitted as part of revised planning application.
EMERGING BROWNFIELD SITES						145	
Fareham Magistrates Court		45				45	Application received (P/18/1261/OA).

PROJECTED SUPPLY	2019/20	2020/21	2021/22	2022/23	2023/24	Totals	Notes for 5Y Position
Warsash Maritime Academy			50	50		100	Request for screening opinion (EIA) submitted February 2019 for the development of up to 100 dwellings, a care home of up to 66 beds and employment space. Projected delivery rates and timing remain subject to revision.
WINDFALL ALLOWANCE						74	
Small (1-4 units)				37	37	74	As per the rate set out in the Council's Windfall Background Paper (2017).
TOTAL PROJECTED HOUSING SUPPLY from 1st April 2019 – 31st March 2024	263	495	788	669	329	2,544	

FAREHAM

BOROUGH COUNCIL

Report to Planning Committee

Date: 24th April 2019

Report of: Director of Planning and Regulation

Subject: PLANNING APPLICATIONS AND MISCELLANEOUS MATTERS

SUMMARY

This report recommends action on various planning applications.

RECOMMENDATION

The recommendations are detailed individually at the end of the report on each planning application.

AGENDA

Agenda Annex

ZONE 1 – WESTERN WARDS

Park Gate

Titchfield

Sarisbury

Locks Heath

Warsash

Titchfield Common

REFERENCE NUMBER & WARD	SITE ADDRESS & PROPOSAL	ITEM NUMBER & RECOMMENDATION
P/19/0028/FP SARISBURY	BORDERLAND FENCING NEW ROAD SWANWICK SOUTHAMPTON SO31 7HE REPLACEMENT BUILDING/RECLADDING OF EXISTING GLASSHOUSE FOR STORAGE AND MANUFACTURING USE	1 PERMISSION
P/18/1252/FP SARISBURY	21 BURRIDGE ROAD BURRIDGE SOUTHAMPTON SO31 1BY SIX 4-BEDROOM DETACHED DWELLINGS, AMENITY AREAS AND A MEANS OF ACCESS FROM BURRIDGE ROAD	2 REFUSE
P/19/0132/TO WARSASH	WARSASH MARITIME ACADEMY NEWTON ROAD SO31 9ZL WORKS TO TREES PROTECTED BY TPO261 INCLUDING THE FELLING OF 6 TREES.	3 CONSENT
P/18/1443/FP WARSASH	37 BROOK LANE WARSASH SOUTHAMPTON SO31 9FF SINGLE STOREY/TWO STOREY FRONT/REAR & SIDE EXTENSIONS AND FRONT DORMERS	4 PERMISSION

Agenda Item 7(1)

OFFICER REPORT FOR COMMITTEE

DATE: 24 April 2019

P/19/0028/FP
BORDERLAND FENCING

SARISBURY
AGENT: BRYAN JEZEPH
CONSULTANCY

REPLACEMENT BUILDING/RECLADDING OF EXISTING GLASSHOUSE FOR
STORAGE AND MANUFACTURING USE

NEW ROAD, SWANWICK, SO31 7HE

Report By

Kim Hayler – direct dial 01329 824815

1.0 Introduction

- 1.1 The application is reported to the Planning Committee due to the number of representations received.
- 1.2 Officers have been investigating a number of reported planning compliance issues at this site over a period of some time. As a result of this it came to the attention of Officers that the site had expanded into areas not included within the original planning permission, including the use of a former glasshouse at Columbo Nursery.
- 1.3 The applicant submitted an application for a Lawful Development Certificate in May 2018 claiming that the extended areas had been used as part of the business for over ten years. The Certificate was issued in part only as officers concluded there was insufficient evidence to demonstrate the glasshouse had been used for a period in excess of ten years.
- 1.4 In the absence of a planning application seeking to regularise the use of the glasshouse, an Enforcement Notice was served in September 2018 requiring all works within the glasshouse to stop. An appeal has subsequently been lodged and is awaiting validation by the Planning Inspectorate.
- 1.5 A further application for a Lawful Development Certificate was submitted in October 2018 providing further evidence that the glasshouse had been used as part of the business for ten years. However, on the balance of probabilities, the submitted evidence was not sufficiently precise and unambiguous to support the applicant's claim that the glasshouse has been used as part of the business for a continuous period of more than ten years. As a result, the Certificate was refused by the Council.

1.6 The current application has been submitted as set out below in order to address the unauthorised use.

2.0 Site Description

2.1 The business, Borderland Fencing, lies on the eastern side of New Road Swanwick 220 metres north of its junction with Swanwick Lane.

2.2 The business has been operating on the site since the early 1990's. The pattern of activity has grown over time.

2.3 The glasshouse, the subject of this application, is situated directly to the south of the Borderland Fencing site and measures some 39 metres x 35 metres. It is currently accessed from the north-western corner of the yard area and a concrete ramp has been constructed internally in order to assist access.

2.4 The site lies outside of the urban settlement boundary.

3.0 Description of Proposal

3.1 In 2016 significant works were undertaken inside the glasshouse, including a new concrete floor and new access ramp. During these works, damaged or dangerous parts of the building were dismantled; this included many of the overhead glass panels. Following the removal of the damaged sections, some of the main walls that were previously glazed were replaced with timber panels. These works stopped once officers advised planning permission was required.

3.2 This application seeks planning permission for the replacement of the former glazing and recladding of the building in timber and the roof with metal sheeting and for the use of the new/renovated building for storage purposes with some limited manufacturing.

3.3 The predominant use of the glasshouse is storage, including timber panels, for fences and sheds, together with some storage of metal fences, gates and panels/hoardings, some of which will be stored on behalf of the contracting side of the business. Some of the space may also be used as a covered work area, for tasks such as de-nailing hoardings, painting panels/rails and repairs to metal railings and gates. These processes will generally involve only hand tools, although the repair of fences/gates may involve occasional use of welding and grinding tools.

4.0 Policies

4.1 The following policies apply to this application:

Adopted Fareham Borough Core Strategy

CS5 Transport Strategy and Infrastructure
CS14 Development Outside Settlements
CS17 High Quality Design

Adopted Development Sites and Policies

DSP2 Environmental Impact
DSP3 Impact on living conditions
DSP9 Economic development outside of the defined urban settlement boundaries

Other Documents:

National Planning Policy Framework

5.0 *Relevant Planning History*

5.1 The following planning history is relevant:

P/97/0558/FP – Construction of timber fencing and associated storage of timber materials – Permission August 1997

P/99/0749/TR – renewal of P/97/0558/FP – Permission September 1999

P/00/0532/FP – retention of servicing/storage area and car park in association with the manufacturing of timber fencing – Permission February 2001

P/01/0699/FP – Erection of replacement buildings – Permission September 2001

P/04/0926/VC – Variation of Condition 1 of P/99/0749/TR and P/01/0699/FP (Continued use for construction of timber fencing and associated storage) and retention of buildings – Permission August 2004

P/04/1319/TR – Retain service area and car park (renewal of P/00/0532/FP) - Permission October 2004

P/09/1125/FP – Retention of workshop extension, cement store, retaining wall and parking area; erection of a 2.45 metre timber fence and 2.4 metre palisade fence and gate; and provision of concrete hardstanding - Withdrawn

P/18/0197/LU – Lawful Development Certificate for mixed use of the site for manufacture of timber products, storage and distribution for contractors, including operational development – Granted in part – 9 May 2018

Enforcement Notice served requiring the use of the glasshouse for the manufacture and storage of fence panels and other wood products to cease. Notice dated 24 September 2018 – Appeal lodged

P/18/1212/LU – Lawful Development Certificate for mixed use of the glasshouse for storage and manufacturing (Use Class B8 and B2) – Refused 14 January 2019

6.0 Representations

6.1 Thirteen objections from twelve households, including a representation from the BurrIDGE and Swanwick Residents Association have been received raising the following comments:

- The development is contrary to local and national planning policies;
- Unlawful expansion has led to increased noise, dust and congestion in New Road and Swanwick Lane from additional lorry movements;
- The site is not suitable given the constraints of the access and proximity to residential properties;
- New Road is unsuitable to support the size and volume of traffic necessary to deliver and collect raw materials and finished goods;
- The number of smaller lorries/trucks has increased;
- Object to an industrial use in the countryside;
- The 40% increase in the business is disproportionate and will increase traffic, noise, vibration and safety;
- The application seeks to regularise manufacture/processing and storage of non timber products and materials as well as timber. Non timber products have never been permitted before and could lead to further diversification;
- The glasshouse has not provided cover since 2016 as the roof was removed and does not fall within the existing site;
- Borderland have other sites in the area so it is not essential to expand this site;

- Noise and vibration nuisance from large articulated lorries;
- The applicant shows no intention to help maintain the road;
- Air pollution from vehicle movements;
- Light pollution from lights needed within building;
- The existing conditions are not met;
- Impact on wildlife – proximity to Swanwick Nature Reserve and the Upper Hamble Estuary SSSI;
- Would not object to additional office space.

7.0 Consultations

7.1 INTERNAL

7.2 Highways –

This retrospective proposal is to replace glass on the walls and roof of a three-bay glasshouse with timber cladding and sheet steel roofing so that it can be used for the storage and refurbishment of fencing and other timber and metal products.

The site is to the south of an established timber manufacture and supply depot which has sole access via New Road from Swanwick Lane. New Road is of a restricted width, largely unsuitable for the passing of vehicles and has sub-standard visibility at its junction with Swanwick Lane.

The site is understood to attract regular deliveries of products by large articulated and draw-bar vehicles and to have a fleet of light/medium weight 'transit' size vehicles based at the site.

From the traffic data subsequently provided by the agent, a summary is that the existing daily traffic movements (in and out) are 2 HGV movements, 2-4 (7.5T) lorry movements, 40-60 flatbed truck movements and 24-30 car movements.

The test is whether the present use of the glasshouse has a material impact on the numbers of vehicles generated by the applicant's operation.

The following conclusions are made –

Given the Certificate of Lawful Use for the main part of the site, there is no concern over the present level of HGV activity;

Given the Certificate of Lawful Use, there is no concern over the low number of 7.5T lorry movements;

Given the Certificate of Lawful Use, there is no concern over the number of car movements;

There is a concern that the number of flatbed trucks has increased significantly, from 10 in year 2000, to 50 at present. The following supplementary questions need answers –

Have the numbers of trucks increased as a result of, and since the glasshouse has been used?

What is the risk that the number of trucks operated will continue to increase?

Would the number of trucks decrease if permission was refused?

7.3 **Environmental Health -**

No objection

8.0 **Planning Considerations**

8.1 The following matters represent the key material planning considerations which would need to be assessed to determine the suitability of the development proposal. The key issues comprise:

- a) Planning policy and the principle for the expansion of an existing employment site outside of the defined urban settlement boundary
- b) Character and appearance of the area
- c) Impact on neighbouring residential properties
- d) Highway implications
- e) Impact on neighbouring residential properties from noise and disturbance from vehicles associated with use
- f) Conclusions

9.0 a) Planning policy and the principle for the expansion of an existing employment site outside of the defined urban settlement boundary

9.1 Policy DSP9: Economic Development Outside of the Defined Urban Settlement Boundaries states:

'Proposals for new economic development outside of the defined urban settlement boundaries (as identified on the Policies Map), will only be

permitted provided that a sequential test has been carried out and no more preferable sites have been identified and, subject to the scale of the proposal, an impact assessment has been carried out and it has demonstrated that there are no significant impacts taking account of relevant national planning policy.

Proposals for the expansion or intensification of existing employment sites/areas outside of the defined urban settlement boundaries will only be permitted where:

- i. development is essential to the operation of the existing businesses; and*
- ii. development can be accommodated within the curtilage of the existing site.*

All new development, expansion and intensification outside of the defined urban settlement boundaries should:

- iii. not be of a disproportionate scale to the operational requirements of the employment site;*
- iv. not have an unacceptable adverse impact on the strategic and local road network; and*
- v. not have an unacceptable environmental impact.'*

9.2 The building would provide a substantial covered storage area and an area where items can be painted and repaired under cover. This is important to the business as the open yard area does not allow this facility. Furthermore, the use of the glass house frees up space within the yard area which enables vehicles to load and unload.

9.3 Although the glasshouse is outside of the Borderland Fencing site boundaries, it was part of a former commercial nursery directly to the south and shares a boundary with Borderland Fencing. Whilst the glasshouse has a large footprint (1365 square metres) it historically has an established commercial/employment related use. The proposed use would be predominantly storage; the manufacturing element of the business would not expand into the glasshouse. Officers are of the opinion, taking into account the former use of the glasshouse, the nature of the commercial activity in the glasshouse would not be disproportionate to the scale of the business.

9.4 The proposed development is not judged to have an unacceptable impact upon the highway network or have an unacceptable environmental impact as discussed below.

b) Character and appearance of the area

- 9.5 The existing glasshouse comprises of three connected tunnels of glass each with a pitched roof and extending across the site from north to south. Each tunnel is just less than 35 metres in length and made up on seven sections of an aluminium frame supported on posts. Each bay has a pitched roof just less than 6 metres in height. Together these bays provide a building that is 39 metres wide and which is open internally except for the supporting posts.
- 9.6 The site slopes gently from south to north such that the height of the building is 6 metres at its southern end and rises to 6.8 metres at its northern end.
- 9.7 The glasshouse is situated to the east of New Road and is set back from the road by approximately 45 metres, behind the dwelling known as Columbo Nursery. The glasshouse is well screened from New Road, with only upper parts visible.
- 9.8 To the south and east the glasshouse faces out across agricultural land, with a significant hedge along its eastern side. There are very limited views of the glasshouse from Swanwick Lane.
- 9.9 The application proposes that the structural frame of the building will be retained, however the glass walls would be replaced with new timber panels; on the roof, the new panelling will comprise lightweight steel sheeting, with a paint finish and 30 panels of translucent material to allow light into the space below.
- 9.10 The new cladding would take on the same overall profile of the glasshouse with timber walls 2.2 metres high on the west and east sides, rising to three gables, 6 metres tall on both the north and south elevations.
- 9.11 Officers do not believe the recladding of the glasshouse and the proposed materials would visually harm the character and appearance of the area.

c) Impact on neighbouring residential properties from noise from glasshouse

- 9.12 The nearest residential property is Columbo Nursery, sited approximately 25 metres to the west of the glasshouse. The property is separated from the glasshouse by a smaller glasshouse and a hedge.
- 9.13 New Road serves a small number of dwellings which front onto the road. The glasshouse does not immediately abut the residential boundaries of neighbouring properties.

- 9.14 The existing doors on the south side will be closed off, with three new doors on the north elevation. There will be three small personnel doors (two for fire safety) on the north, south and east elevations.
- 9.15 The activities associated with the original Borderland Fencing site to the north of the glasshouse are controlled by restrictive conditions, namely:
- No work shall take place within the application site including the operation of machinery, any process being carried out and no deliveries taken or despatched from the site outside of the hours of 0800-1700 Monday to Friday and 0800-1300 Saturday. No work shall take place on Saturday afternoon, Sunday, Bank Holidays or recognised Public Holidays.
 - All power tools (except for the fork lift truck) shall be operated within the workshop building.
 - No materials shall be stored in the open on the site to a height exceeding 1.8 metres.
 - No vehicles which are within the control of the operator of the site shall be stored or parked within New Road.
- 9.16 As the business has expanded into the glasshouse, which lies outside of the original site boundary, the above restrictive conditions do not apply since the use of the glasshouse for such purposes is currently unauthorised.
- 9.17 Currently the glasshouse is used mainly for storage of materials, including pre-manufactured sheds, fences etc. waiting for collection and installation. There are no restrictions in place which could have potential implications on the living conditions of the neighbouring residential properties.
- 9.18 The building will provide a secure, dry contained area in which to store items. Without the building, it is likely that more products would be stored on the yard area which in turn would result in potential noise from forklifts and other activities in the open. Furthermore the cladding of the building would improve its acoustic attenuation qualities.
- 9.19 The Council's Environmental Health Officer has visited the site and has no concerns relating to noise and disturbance from the use of the glasshouse.
- 9.20 Officers are of the opinion that the proposed continued use of the glasshouse would not materially harm the living conditions of the occupiers of neighbouring residential properties.

d) Highway implications

- 9.21 New Road is a private street (public highway) not maintained at public expense. Its condition gives an appearance of a rural lane. There are limited passing places, including entrances to driveways of properties.
- 9.22 Vehicle movements to and from the business can be broken down into a number of classes:
- Heavy goods vehicles (HGV – artic)
 - 7.5 tonne delivery lorry
 - 3.5 tonne flatbed trucks
 - Private cars
- 9.23 Information has been provided by the applicant which states that at present there is approximately one HGV delivery a day; one to two 7.5 tonne lorry trips per day; 20 flatbed truck trips per day and 12-15 private cars. A trip is one return visit to or from the site.
- 9.24 Borderland operate two 7.5 tonne lorries but only employ one driver, with the second vehicle operating as a backup when the first is off road. This vehicle is used daily, as a delivery vehicle for products, generally where large loads are required on a single site or where products can be delivered to a number of sites in the same areas. For this reason, it is typically used for sites that are more distant, where it is economic to have one lorry deliver to the sites rather than several smaller trucks collect from New Road. On a typical day it will make one return journey from the site each day but could be more on occasions. The lorry movements generated by the use at present with the space afforded by the glasshouse included are unlikely to be any different if the glasshouse was not available for use – for example if planning permission was refused and the use of the glasshouse for such purposes ceased.
- 9.25 Similarly, Officers do not consider that the use of the glasshouse in itself results in a material increase in other vehicles movements over and above what would be generated by the use of the lawful extent of the site.
- 9.26 As an example, the company operates a fleet of 50 small flatbed trucks, a number which the applicant has explained has increased steadily in the last 20 years. Most of these trucks are driven by contract fencers but about 20 will visit the site each day to load up with materials or to return materials to the site. It is rare for one truck to visit the site more than once a day, and many will stay away from the site for several days or a week, with contractors then

relying on deliveries to the working site by the 7.5 tonnes lorry. The applicant has provided details of the number of trucks operated by Borderland Fencing during the past five years, the period in which Officers believe the glasshouse to have been brought into use as part of the business premises. Whilst the number of trucks has steadily risen this cannot be attributed to the use of the glasshouse.

- 9.27 It should also be borne in mind that the use of the glasshouse as part of the former nursery would have generated traffic and vehicles movements in the past, however without details of such it is doubtful that these would have been at the same scale as the applicant's business.
- 9.28 Traffic information submitted in support of the application has demonstrated a marginal increase in traffic movements to and from the site over the last seven years. It is difficult to attribute this increase to the use of the glasshouse and the applicant has indicated that if the glasshouse were not being used, the number of vehicle movements would not be reduced as the yard area would be used to its capacity.
- 9.29 In summary of this particular issue, Officers do not consider the use of the glasshouse for storage and manufacturing purposes as part of the wider business premises of Borderland Fencing to have any demonstrable unacceptable highway implications.

e) Impact on neighbouring residential properties from noise and disturbance from vehicles associated with use

- 9.30 The noise and disturbance associated with the number of deliveries taken or dispatched to the glasshouse and how these deliveries impact upon local residents is a further consideration.
- 9.31 Through the representations received in response to this application, some local residents have commented to say they consider the acquisition of the glasshouse has increased the opportunity for additional storage. Neighbours have alleged that vehicle and lorry movements have intensified as a result of the glasshouse being used.
- 9.32 Information submitted by the applicant provides an overview of HGV deliveries over the past seven years. Whilst this shows there is an increase since 2012, this is a gradual increase, demonstrating that there has not been a material increase since the applicant acquired the glasshouse in 2016 as inferred by local residents.

- 9.33 From the information contained in the application submission and from site visits carried out, Officers have established that the large yard area within the authorised site to the north of the glasshouse is not being used to its full capacity for storage purposes. If the glasshouse were not available, then deliveries would still be taken and the storage which currently takes place within the glasshouse would most likely occur in the yard instead. Doing so would be less convenient for the applicant and may have implications on available space within the site for the manoeuvring and turning of vehicles, nonetheless Officers consider the overall amount of storage and the number of vehicle movements generated are likely to be similar.
- 9.34 As already observed earlier in this report, there is no evidence to demonstrate that the use of the glasshouse has directly resulted in an increase in vehicle movements. If the glasshouse was not used Officers are of the view that it is unlikely there would be a material reduction in vehicle movements to and from the site. There is therefore nothing to suggest that the development has a material impact in terms of noise and disturbance caused by vehicles using New Road over and above that which would be evident through the lawful use of the remainder of the site.

f) Conclusion

- 9.35 Officers do not believe the cladding of the former glasshouse would visually harm the character and appearance of the area and therefore the proposal complies with Policies CS14 and CS17 of the Adopted Core Strategy. The proposed use of the building would not materially harm the living conditions of the occupiers of neighbouring residential properties. The use of the building would not have an unacceptable adverse impact on the strategic and local road network.
- 9.36 Officers are satisfied that the proposal accords with adopted local and national planning policy and accordingly recommend that planning permission should be granted subject to the imposition of appropriate conditions.

10.0 Recommendation

10.1 GRANT PLANNING PERMISSION, subject to the following Conditions:

- 1) The development hereby permitted shall be carried out strictly in accordance with the following drawings/documents:
 - a) Location plan (drawing no. WW/278 LP1)
 - b) 18-1249 PL01 – Proposed floor plan
 - c) 18-1249 PL01 rev A
 - d) 18-1249 PL02 – Proposed Roof Plan
 - e) 18-1249 PL03 – Proposed Elevations and Sections

REASON: To avoid any doubt over what has been permitted.

- 2) The building hereby permitted / glasshouse shall be used for the storage of timber panels for fences and sheds, metal railings, concrete posts, hoardings and gates and the painting of such items only, except for within the area shown hatched on the approved plan no. 18-1249 PL01 rev A where manufacturing incorporating de-nailing and repairs to metal railings and gates may also be carried out.

REASON: In the interests of residential amenity.

- 3) Except for the emergency exit door shown, at no time shall any further openings be created within the southern elevation of the building hereby permitted as shown on drawing no. PL03.

REASON: In the interests of residential amenity.

- 4) No work (including, but not limited only to, the operation of machinery and any manufacturing processes) shall take place within the application site edged red on the approved location plan drawing no. WW/278 LP1 and no deliveries shall be taken or despatched from the site outside the hours of 0800 – 1700 Monday to Friday and 0800 – 1300 Saturdays nor at any time on Sundays or Bank Holidays.

REASON: In the interests of residential amenity.

- 5) No power tools (except for fork lift trucks) shall be operated within the building hereby permitted / glasshouse except for within the area shown hatched on the approved plan no. 18-1249 PL01 rev A where the following portable hand tools may be operated: welder, grinder, nail gun and skill saw.

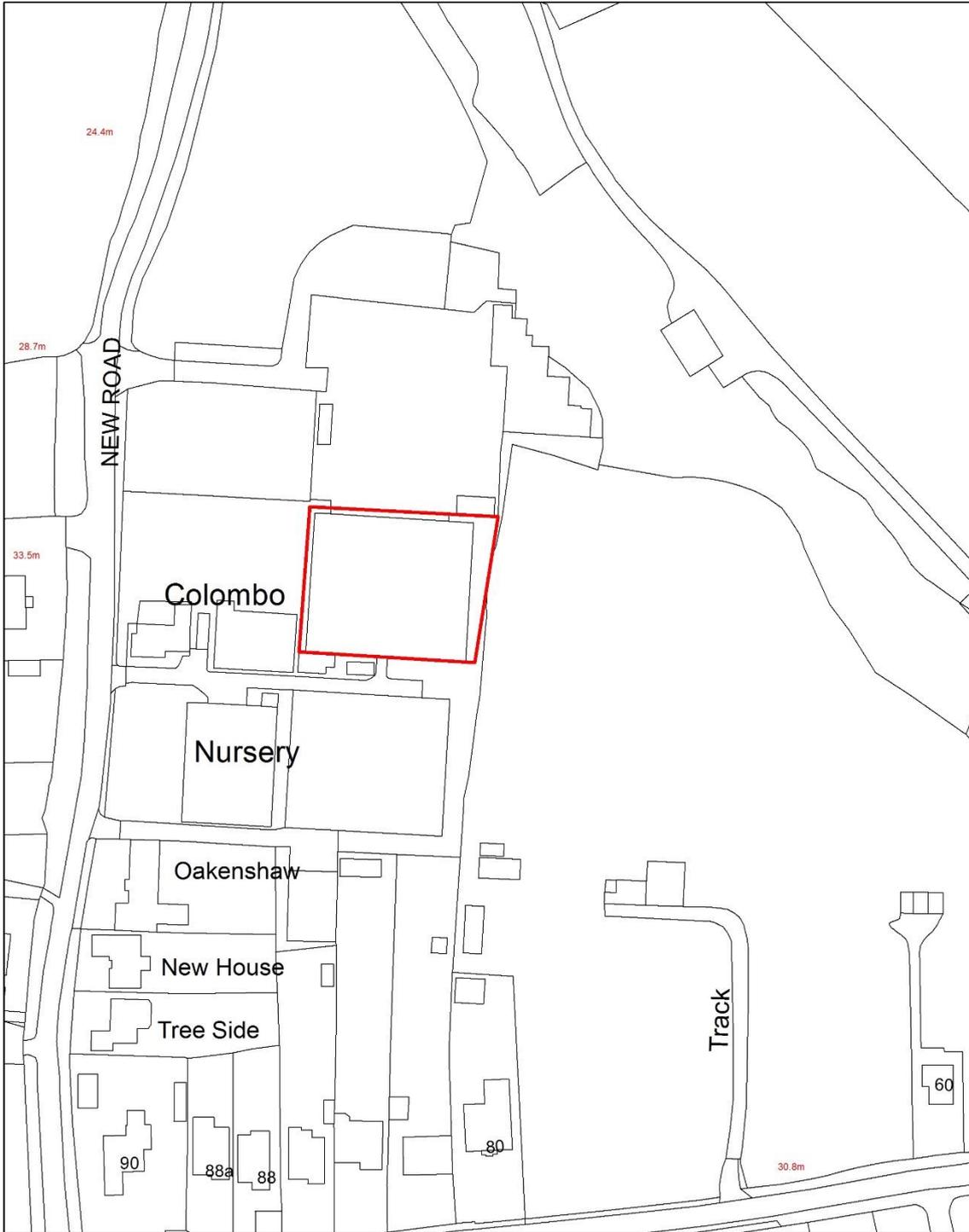
REASON: In the interests of residential amenity.

11.0 Background Papers

P/19/0028/FP

FAREHAM

BOROUGH COUNCIL



Borderland Fencing
New Road
Scale 1:1,250



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Agenda Item 7(2)

OFFICER REPORT FOR COMMITTEE

DATE: 24/04/2019

P/18/1252/FP
RGOM

SARISBURY WARD
AGENT: STEVE CARRINGTON

SIX 4-BEDROOM DETACHED DWELLINGS, AMENITY AREAS AND A MEANS OF ACCESS FROM BURRIDGE ROAD

21 BURRIDGE ROAD, BURRIDGE, SOUTHAMPTON, SO31 1BY

Report By

Peter Kneen – direct dial 01329 824363

1.0 Introduction

- 1.1 The application has received over five third party letters of representations, including letters of support and objection.
- 1.2 Members will note from the 'Five Year Housing Land Supply Position' report elsewhere on this agenda that this Council currently has a housing land supply of 4.66 years.

2.0 Site Description

- 2.1 The application site is located within the defined countryside and is not located close to or adjacent to the existing defined urban area. The site is located on the southern side of BurrIDGE Road, which comprises an existing ribbon of residential development that extends westwards on the western side of Botley Road (B3051), which connects Botley (to the northwest) to the settlements of the Western Wards and the M27 to the east and southeast. BurrIDGE is a small village comprising limited services and facilities, formed along the Botley Road.
- 2.2 The application site is located in a backland position, to the rear of 23, 25, 27 and 29 BurrIDGE Road, and to the west of 21 and 21a (the annex to 21) BurrIDGE Road. The site is accessed via the existing single track access road serving 21/21a BurrIDGE Road, and is situated between 19 and 23 BurrIDGE Road.
- 2.3 The position of 21/21a BurrIDGE Road (to the immediate east of the site) is situated on an elevated position, and the ground drops sharply to the west beyond the raised gravelled parking area that serves 21/21a BurrIDGE Road. Beyond the slope, the western part of the site is more level, and currently forms the lawned garden area of 21 BurrIDGE Road. The site's boundaries are

largely formed by mature trees and hedging, characteristic of the rural nature of the site.

3.0 Description of Proposal

- 3.1 The application, submitted in full, comprises six, four bedroomed, two storey detached dwellings, set in landscaped plots with car parking provision for the individual houses, access roads to serve the new dwellings and 21/21a Burr ridge Road.
- 3.2 The proposal incorporates two house types, both incorporating 4 bedrooms and three bathrooms at first floor level, with kitchen/diners, living room and family rooms at ground floor levels.
- 3.3 The application has been supported by a detailed planning statement, design and access statement, preliminary ecological survey and dormouse survey, and a detailed drainage strategy.

4.0 Policies

- 4.1 The following policies apply to this application:

Adopted Fareham Borough Core Strategy

CS2: Housing Provision
CS5: Transport Strategy and Infrastructure
CS6: The Development Strategy
CS14: Development Outside Settlements
CS17: High Quality Design

Adopted Development Sites and Policies

DSP1: 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
DSP40: Housing Allocations

Other Documents:

National Planning Policy Framework (February 2019)
Fareham Borough Design Guidance: Supplementary Planning Document (excluding Welborne) December 2015
Residential Car Parking Standards November 2009

5.0 Relevant Planning History

5.1 The following planning history is relevant:

P/12/0773/FP Erection of replacement coach house as detached residential annex, new detached garage and single storey rear extension and front porch to existing dwelling

APPROVED 15/02/2013

P/13/1077/FP Alteration (raising of ridge) to roof to provide first floor accommodation

APPROVED 11/12/2013

6.0 Representations

6.1 Thirty-eight letters of representation have been received regarding this application. Eight letters of support have been received, and twenty-nine letters of objection (from twenty-three households). One further letter from Hampshire Swifts has been received raising comments on the lack of 'swift bricks' being incorporated into the development.

6.2 Of the eight letters of support that have been received, the main points raised comprise:

- The development location was considered in the SHLAA as deliverable and developable, despite not being a preferred site;
- Burrige Road is suitable to accommodate additional traffic;
- Low density scheme, comparable to the local character;
- Access road acceptable to meet Highway Officer's comments;
- Contribute to Housing Land Supply shortfall;
- Long established residential site;
- Burrige needs more housing – all the local housing should not just be provided at Warsash;
- Small scale developments should be considered more favourably;
- Would enable people to move up the property ladder.

6.3 The twenty-nine letters of objection comprise the following main points:

- Area already subject to major development at North Whiteley;
- New backland development out of keeping with character of area;
- Traffic / highway safety concerns for access to Botley Road;
- Constrained access into site – steep and narrow track;
- Inadequate visitors car parking provision on site;
- Drainage concerns;

- Impact on biodiversity, nature conservation and loss of habitat for local wildlife;
- Adverse environmental impact;
- No public transport facilities in Burr ridge;
- Design of the estate out of keeping with mixed character in Burr ridge Road;
- Site located in designated countryside;
- Development comprises small plots – more urban in character;
- Overdevelopment of the site;
- Overlooking due to elevated position;
- Contaminated land issues;
- Impact on established boundary vegetation, including mature trees;
- Concern regarding additional surface water run-off onto neighbours land;
- Lots of vegetation clearance already taken place impacting wildlife;
- Would set a precedent along Burr ridge Road/Green Lane;
- Loss of privacy;
- Noise disturbance from number of vehicles on access road;
- Density of the development too high;
- Narrow access road would be difficult for refuse vehicles and 8no. bins at the site entrance an obstruction to the footpath and visibility for neighbours;
- Impact on Swanwick Nature Reserve and Upper Hamble Country Park;
- Light pollution;
- No difference between this proposal and the recent dismissed appeal decision at 17 Burr ridge Road;
- No affordable housing would be provided; and,
- Impact on trees which may be important as part of the local landscape character.

7.0 Consultations

INTERNAL

Ecology

- 7.1 No major concerns regarding the proposal, however, further information regarding the impact on existing habitats from the removal of established vegetation should be provided.

Transport Planner

- 7.2 No objection, subject to conditions.

Trees

- 7.3 Principle seems to be viable. In the absence of any arboricultural assessment of the trees, how they will be safely retained and not negatively impact on the proposal it is not possible to comment in more detail.

Recycling Co-ordinator

- 7.4 A Bin Collection Point will be required near the entrance to this development and must be shown on the plans. It must be big enough to accommodate at least 6 bins and garden waste sacks. As they are large houses some may require additional bin capacity if large families move in.

8.0 Planning Considerations

- 8.1 The following matters represent the key material planning considerations which would need to be assessed to determine the suitability of the development proposal. The key issues comprise:

- a) Implication of Fareham's current 5-year housing land supply position;
- b) Residential development in the countryside;
- c) Policy DSP40 (Housing Allocations);
- d) Other matters;
- e) The Planning Balance.

a) Implication of Fareham's current 5-year housing land supply position

- 8.2 A report titled 'Five Year Housing Land Supply Position' is reported for Members' information elsewhere on this agenda. That report sets out this Council's local housing need along with this Council's current housing land supply position. The report concludes that this Council has 4.66 years of housing supply against the new 5YHLS requirement.

- 8.3 The starting point for the determination of this planning application is section 38(6) of the Planning and Compulsory Purchase Act 2004:

"If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

- 8.4 In determining planning applications there is a presumption in favour of the policies of the extant Development Plan, unless material considerations indicate otherwise. Material considerations include the planning policies set out in the NPPF.

- 8.5 Paragraph 59 of the NPPF seeks to significantly boost the supply of housing.

8.6 Paragraph 73 of the NPPF states that Local Planning Authorities should identify a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement including a buffer. Where a Local Planning Authority cannot do so, and when faced with applications involving the provision of housing, the policies of the local plan which are most important for determining the application are considered out-of-date.

8.7 Paragraph 11 of the NPPF then clarifies what is meant by the presumption in favour of sustainable development for decision-taking, including where relevant policies are "out-of-date". It states:

"For decision-taking this means:

- *Approving development proposals that accord with an up-to-date development plan without delay; or*
- *Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting planning permission unless:*
 - i. *The application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

8.8 However, paragraph 177 of the NPPF states:

"The presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site." (underlined emphasis added)

8.9 The wording of this paragraph was recently amended by government in the February 2019 rewording of the NPPF to clarify that in cases such as this one where no appropriate assessment has been undertaken, the so-called 'tilted balance' as it has come to be known, of paragraph 11 is not engaged.

8.10 The following sections of this report assess the application proposals against the Council's adopted Local Plan policies and considers whether it complies with those policies or not. Following this Officers undertake the Planning Balance to weigh up the material considerations in this case.

b) Residential Development in the Countryside

8.11 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. Policy CS6 (The Development Strategy) goes on to say that development will be permitted within the settlement boundaries. The application site lies within an area which is outside of and away from the defined urban settlement boundary.

8.12 Policy CS14 (Development Outside Settlements) 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'.

8.13 Policy DSP6 (New Residential Development Outside of the Defined Urban Settlement) 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)'.*

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

c) Policy DSP40 (Housing Allocations)

8.15 Policy DSP40 of the Local Plan Part 2 states that:

'Where it can be demonstrated that the Council does not have a five year supply of land for housing against the requirements of the Core Strategy (excluding Welborne) additional housing sites, outside the urban area boundary, may be permitted where they meet all of the following criteria:

- i) The proposal is relative in scale to the demonstrated 5 year housing land supply shortfall;*
- ii) The proposal is sustainably located adjacent to, and well related to, the existing urban settlement boundaries, and can be well integrated with the neighbouring settlement;*

- iii) *The proposal is sensitively designed to reflect the character of the neighbouring settlement and to minimise any adverse impact on the Countryside and, if relevant, the Strategic Gaps;*
- iv) *It can be demonstrated that the proposal is deliverable in the short term; and,*
- v) *The proposal would not have any unacceptable environmental, amenity or traffic implications’.*

8.16 Each of these five points are considered in turn below

Policy DSP40(i)

8.17 The proposal is for only 6 dwellings and is therefore relative in scale to the 5YHLS shortfall and therefore point (i) of Policy DSP40 is satisfied.

Policy DSP40(ii)

8.18 The application site lies within the designated open countryside on the western side of Botley Road, which open out to countryside stretching down to the banks of the River Hamble, less than a kilometre to the west. Much of this land comprises the Swanwick Lakes Nature Reserve with the only substantive built from comprising the existing ribbon of residential development along Burridge Road. The defined urban settlement boundary is located approximately 300 metres to the east of the site, on the eastern side and beyond the road frontage development of Botley Road. The urban settlement boundary currently comprises the western edge of the higher density development of Whiteley.

8.19 Burridge Road is a quiet, ribbon of road frontage residential development stretching into the open countryside, with many of the properties comprising long rear gardens with the open countryside beyond. The proposal would not therefore be sustainably located adjacent to, or well related to the existing urban area. Its backland character would also be fundamentally contrary to the road frontage development and would not therefore be well integrated with the neighbouring settlement.

8.20 In addition, Burridge comprises very limited services and facilities, meaning most residents are required to access local services and facilities, such as doctors, shops, cafes, schools and employment by private vehicles. The closest railway station (Swanwick) is a considerable walk away along a busy, heavily trafficked road, and all services and facilities in Whiteley on the eastern side of Botley Road.

8.21 The proposal therefore fails to accord with point (ii) of Policy DSP40.

Policy DSP40(iii)

- 8.22 As stated in the preceding paragraphs Burr ridge Road is characterised by road frontage residential properties along its length. The only exception to this is the adjoining property at 21 Burr ridge Road, which largely predates the majority of the other properties along Burr ridge Road. However despite this, its backland presence has not been replicated elsewhere along the road with all other properties essentially fronting the street.
- 8.23 In view of this, road frontage development is the prevailing character of Burr ridge Road, and therefore the introduction of this small backland residential estate would appear wholly incongruous with the general pattern of development. Policy CS17 requires that new development respond positively to and be respectful of the key characteristics of the area, including scale, form and spaciousness.
- 8.24 In addition, the design of the properties fails to adequately address the mixed character of properties along Burr ridge Road. Whilst there is a mix of property styles and types along Burr ridge Road, including large two storey dwellings, the majority of the properties are bungalows or chalet bungalows. The proposed development would appear at odds with this character, comprising largely identical, estate style, wholly two storey dwellings.
- 8.25 The proposal, would not therefore be sensitively designed, fails to reflect the mixed character of the area and its backland situation fails to comply with the prevailing character of road frontage development along Burr ridge Road. The application therefore fails to comply Policy CS17 and with point (iii) of Policy DSP40.

Policy DSP40(iv)

- 8.26 The application, submitted in full details and the applicant has confirmed that the development, if permitted would be capable of being delivered in the short term. The proposal would therefore comply with policy (iv) of Policy DSP40.

Policy DSP40(v)

- 8.27 The final text of Policy DSP40 requires that proposals would not have any unacceptable environmental, amenity or traffic implications. These are discussed in turn below:

Environmental/Ecology

- 8.28 The application has been supported by a Preliminary Ecological Survey and separate Dormouse Survey. Given the nature of the site, maintained grassland, there are no significant ecological issues regarding the proposed development of the site. The only area of concern raised by the Council's Ecologist was in respect of the potential impact of the development on the hedgerow along the western boundary. A condition requiring the retention

and re-enforcement of this hedgerow would be required in the event that planning permission is granted.

- 8.29 The Council's Tree Officer raised no objection to the scheme, commenting that the proposal seems to be viable in terms of the spatial layout in relation to existing trees. A condition regarding tree protection during construction would need to be applied to ensure the boundary trees are protected during any works.
- 8.30 The Solent coastline (including the River Hamble) provides feeding grounds for internationally protected populations of overwintering birds and is used extensively for recreation. Natural England has concluded that the likelihood of a significant effect in combination arising from new residential development around the Solent cannot be ruled out.
- 8.31 The application site lies within 5.6 km of the Solent and Southampton Water Special Protection Area and Ramsar Site and the Solent Maritime Special Area of Conservation. At its closest, the designations lie only 430 metres away to the northwest of the site, and therefore any development is likely to have a significant effect on these important designations.
- 8.32 Policy DSP15 requires appropriate mitigation against the impact of the development on the Solent Special Protection Area, as required by the Solent Recreation Mitigation Partnership Strategy (SRMP), which has been formally adopted by the Council. No contribution towards habitat mitigation has been provided to mitigation against increased recreational disturbance, and therefore development is contrary to the adopted SRMP and policy DSP15. Therefore the proposals are considered to be contrary to policies DSP2, DSP13 and DSP15 of the adopted Local Plan.
- 8.33 The application proposal is therefore considered contrary to point (v) – environmental impact of Policy DSP40.
- 8.34 Given the application proposal is likely to have a significant effect on internationally important designations the Council, as a competent authority, is required to undertake a Habitat Regulations Assessment and Appropriate Assessment before planning permission is granted. However, given that the application does not comply with the requirements of the Development Plan and Officers are not recommending planning permission is granted, no further assessment needs to be undertaken.

Amenity

- 8.35 In terms of the consideration of the amenity impact on the living conditions of neighbouring occupiers and future occupiers, the development comprises six,

two storey detached dwellings all of which comprise garden sizes that meet the minimum requirements of the adopted Design Guidance (between 11m and 18.5m in length). Whilst the size of gardens accords with the adopted Design Guidance, the gardens would be considerably smaller than those surrounding the development, particularly given the overall sizes of the dwellings proposed. The relatively small gardens in this location is symptomatic of the wider concerns that the proposals are out of keeping with the character of the area (as considered above).

- 8.36 The properties closest to the rear boundary of the existing road frontage properties along Burrige Road (23-29 Burrige Road) would be located over 46 metres away, and would therefore far exceed the minimum 22 metre level of separation sought for new residential developments in the Design Guidance. It is therefore considered that despite the current undeveloped outlook that the properties at 23-29 Burrige Road benefit from, the provision of these properties would not have a significant adverse impact on their outlook, from overlooking/loss of privacy to warrant a refusal on this point.
- 8.37 However, whilst the levels of separation are acceptable to the existing occupiers, the proposed access road would result in a significant increase in the number of vehicles passing and repassing along it between 19 and 23 Burrige Road. 21 Burrige Road also comprises a self-contained annex to the north of the main property. The annex contains a main living room with patio doors on its western elevation, currently overlooking the site. These doors would be situated within 2 metres of the access road, and would, it is considered have a significant adverse impact on their living conditions from both noise disturbance and impact on outlook. Further, 19 Burrige Road, a former school house includes a number of primary windows at ground and first floor level on their western elevations, again within 2 metres of the proposed enhanced access road.
- 8.38 It is therefore considered, due to the likely increase in number of vehicle movements along the access road, from one dwelling (and separate annex) to essentially seven properties (and annex) using the road. The access road also comes immediately adjacent to the eastern boundary of 23 Burrige Road, and the road largely wraps around the rear garden of this property, at an elevated position. It is therefore considered that due to the increased number of vehicle movement that the proposals are likely to result in an unacceptable adverse impact from noise and pollution disturbance to the occupiers of the adjoining residential properties.
- 8.39 In terms of the impact on future occupiers of the development, the front elevations of the two western most plots (orientated north/south) would be located only 10 metres from the proposed side boundaries of the two central

plots (orientated east/west), and would result in an unacceptable level of direct overlooking and loss of privacy within the rear gardens of these two central plots from first floor bedroom windows. This level of separation is contrary to the advice in the adopted Design Guidance, which requires that *'first floor windows should be at least 11 metres from boundaries that look towards'*. The Guidance continues to state that *'in cases of more spacious areas a greater distance is likely to be required'*. Given the low density, spacious character of Burridge Road, it would therefore be more appropriate in this location to require separation distances greater than the minimum. It is acknowledged that these areas would be within the public realm, although given the nature of the proposal, the layout is not considered to be typical of the surrounding area of road frontage development.

- 8.40 Therefore, it is considered that the proposed layout and density of the development proposed would have an unacceptable impact of the living conditions of existing and future occupiers as a result of increased noise disturbance, loss of outlook and insufficient privacy to future occupiers. The development would therefore be contrary to Policies CS17, DSP2 and DSP3 of the adopted Local Plan, and is therefore considered contrary to point (v) – amenity impact of Policy DSP40.

Traffic

- 8.41 In respect of the traffic impact from the development proposal, the application has been considered by the Council's Transport Planner, and the access alignment has been amended following these comments. The Council's Transport Planner raised no objection, subject to conditions following receipt of these amendments, which includes the provision of adequate passing points along the access road, and confirmation that the access road and estate roads are capable of accommodating an 11.3 metre long refuse vehicle, which would be able to enter and exit the site in a forward gear.
- 8.42 The development provides sufficient car parking provision for each of the proposed dwellings, and four spaces retained for 21 and 21a Burridge Road. No visitors spaces are proposed although four of the six dwellings would comprise four spaces each, one more than the minimum three spaces required for 4-bedroom dwellings. The spaces do include tandem parking, which whilst acceptable, can result in additional vehicle movements and cars being parked along estate roads. In addition, the two central plots (orientated to the east/west) have car parking spaces provided on the eastern side of the road, resulting in a poor arrangement to these two plots, and therefore poor quality design, contrary to the advice in Policy DSP17, which requires high quality design, which are safe and easily accessible by all members of the community. Policy DSP17 also requires developments to provide appropriate

parking for intended uses, and the contrived parking arrangements fail to accord with the principles of this approach.

8.43 Therefore, despite the access arrangements being considered acceptable, which would not result in an unacceptable impact on highway safety, and the car parking provision meeting the adopted standards, the parking arrangement is disjointed and contrived, particularly in a residential development of such low density. Therefore, it is considered that the proposal fails to comply with Policy CS17 and point (v) – traffic impact of Policy DSP40.

8.44 In summary therefore, the proposed development fails to accord with the requirements of points (ii), (iii) and (v) of Policy DSP40 of the adopted Local Plan.

d) Other Matters

8.45 **Affordable Housing:** The development proposal comprises a site area of 0.49ha and a development of six new dwellings. Whilst the adopted Core Strategy sets out that affordable housing should be provided on sites over 5 dwellings (Policy CS18), the revised NPPF only requires an affordable housing provision for major development, comprising 10 or more dwellings (or on sites over 0.5ha). This is a material planning consideration which in this instance Officers consider should be given greater weight than Policy CS18. Therefore, there is no requirement for this development proposal to provide any affordable housing.

e) The Planning Balance

8.46 Section 38(6) of the Planning and Compulsory Purchase Act 2004 sets out the starting point for the determination of planning applications:

“If regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.

8.47 The site is outside of the defined urban settlement boundary and the proposal does not relate to agriculture, forestry, horticulture and required infrastructure. The principle of the proposed development of the site would be contrary to Policies CS2, CS6 and CS14 of the Core Strategy and Policy DSP6 of the Local Plan Part 2: Development Sites and Policies Plan.

8.48 Officers have carefully assessed the proposals against Policy DSP40: Housing Allocations which is engaged as this Council cannot demonstrate a 5YHLS. Officers have also given due regard to the updated 5YHLS position report presented to the Planning Committee elsewhere on this agenda and

the Government steer in respect of housing delivery. It is acknowledged that the proposal would make a modest contribution towards addressing the current housing shortfall. Notwithstanding, the proposal fails to accord with the points (ii), (iii) and (v) of Policy DSP40, in that it would be poorly related to the existing urban area, out of character with the current pattern and scale of residential development in Burrigle Road, and would result in unacceptable impacts on areas of ecological importance, and on the amenity of existing and future occupiers.

8.49 Having carefully considered all material planning considerations, Officers recommend that planning permission should not be granted for this application, for the following reasons:

9.0 Recommendation

9.1 REFUSE PLANNING PERMISSION:

The development would be contrary to Policies CS2, CS6, CS14, CS17 and CS20 of the Adopted Fareham Borough Core Strategy 2011 and Policies DSP1, DSP2, DSP3, DSP6, DSP13, DSP15 and DPS40 of the Adopted Local Plan Part 2: Development Sites and Policies Plan, and is unacceptable in that:

- i. the provision of dwellings in this location would be contrary to adopted local plan policies which seek to prevent residential development in the countryside. Further, the development would not be sustainably located adjacent to or well integrated with the neighbouring settlement area.
- ii. the introduction of dwellings in this location would fail to respond positively to and be respectful of the key characteristics of the area, particularly its predominantly undeveloped, backland location, which would be out of character with the prevailing pattern of development in the area.
- iii. the access arrangements and layout of the proposed development would result in an unacceptable adverse impact on the living conditions of existing occupiers as a result of noise and pollution disturbance due to the proximity of and increased activity in relation to existing habitable rooms in the surrounding residential properties.
- iv. the development would result in an unacceptable impact from overlooking and lack of privacy for future occupiers due to the proximity of neighbouring first floor windows.

- v. insufficient information has been provided to adequately demonstrate that no harm would be caused to features of ecological importance on and surrounding the site and protected species.
- vi. in the absence of a legal agreement to secure such, the proposal would fail to provide satisfactory mitigation of the 'in combination' effects that the proposed increased in residential units on the site would cause through increased recreational disturbance on the Solent and Southampton Waters Special Protection Area and the Portsmouth Harbour Special Protection Area.

11.0 Background Papers

P/18/1252/FP

Agenda Item 7(3)

OFFICER REPORT FOR COMMITTEE

DATE: 24/04/2019

P/19/0132/TO
SOLENT UNIVERSITY

WARSASH
AGENT: GROUND CONTROL LTD

WORKS TO TREES PROTECTED BY FTPO261

WARSASH MARITIME ACADEMY NEWTOWN ROAD SO31 9ZL

Report By

Paul Johnston – Tel. 01329 824451

1.0 Introduction

1.1 This application is being reported to the planning committee in light of the number of representations received and the fact that Officers are recommending that consent is granted.

2.0 Site Description

2.1 The application trees are situated within the Warsash Maritime Academy campus on the west side Newtown Road, Warsash.

2.2 The Warsash Maritime Academy site is presently covered by an area tree preservation order (FTPO 261) which protects a large number of trees across the site.

3.0 Description of Proposal

3.1 This application relates to a very small number of trees subject to the area tree preservation order. The works proposed are as follows:

- Oak tree (application T3 / Tag 622) – fell
- Oak (application T4) - fell
- Oak (application T5 / Tag 1211) – remove one branch
- Willow (application T8 / Tag 688) – fell
- Scots pine (application T17 / Tag 880) – prune to clear building.
- Pear (application T20 / Tag 862) – fell
- Willow (application T22 / Tag 612) – reduce to 6 metres.

4.0 Representations

4.1 Five representations have been received objecting to the proposed tree works on the following grounds

- Felling the trees seems to be part of a plan to develop the site.

- The trees could be managed differently instead of felling.
- The trees contribute to the distinct character of the site.
- The trees are important and should be retained.
- This is a commercial request and it is unfair to allow trees to be felled.
- The council should insist on replacement trees.

5.0 Considerations

- 5.1 Consent is sought to fell four trees and carry out works to three others. The seven trees involved are not all in the same location on the site.
- 5.2 A detailed tree survey report has been submitted by the applicant in support of their application.
- 5.3 The tree works are proposed as part of the management of the site to ensure both users of the site and the existing infrastructure are not exposed to any unacceptable risks from trees. The trees have been inspected by an arboriculturist who has made recommendations based on visual observations.
- 5.4 In the case of the four trees to be removed, the arboriculturist has identified irremediable defects.
- 5.5 Pruning works to the pine and oak are required as branches are in contact with a lamp and building respectively.
- 5.6 The willow tree is a multi-stemmed tree with weak unions at the base and a cavity. The works proposed to this tree are to reduce pressure on the tree which could lead to its total failure.
- 5.7 Officers concur with the findings of the tree survey report in terms of the assessment of trees' health and condition. Officers consider the reasons being put forward for the proposed pruning and removal of certain trees are justified on arboricultural grounds.
- 5.8 Notwithstanding the representations received, Officers consider the proposed tree works to be justified and acceptable. A condition is recommended to secure four replacement trees for those felled.

6.0 Recommendation

GRANT CONSENT subject to the following conditions

1. The works shall be carried out in accordance with the British Standard 3998:2010 Tree Work - Recommendations.

REASON: To ensure the works are carried to an appropriate standard.

2. Four replacement trees of a species, size and in a location to be first agreed in writing with the local planning authority, shall be planted within the first available planting season following the felling of the trees for which consent is hereby granted. If any of the replacement trees within a period of five years from first planting, are removed, die or, in the opinion of the local planning authority, become seriously damaged or defective, they shall be replaced within the next available planting season, with others of the same species and size as originally approved. The replacement trees shall thereafter be retained at all times.

REASON: In the interests of the visual amenities of the locality.

Warsash Maritime Academy – Extent of TPO 261 (Area 1)





North



Imagery, Map Data @2018 Google





North

Imagery, Map Data @2018 Google



OFFICER REPORT FOR COMMITTEE

DATE: 24/04/2019

P/18/1443/FP
MR N BAKER

WARSASH
AGENT: M2 ARCHITECTURE

SINGLE STOREY/TWO STOREY FRONT/REAR & SIDE EXTENSIONS AND
FRONT DORMER

37 BROOK LANE, WARSASH, SO31 9FF

Report By

Susannah Emery – direct dial 01329 824526

1.0 Introduction

1.1 The application is reported to planning committee as five third party letters of representations have been received.

2.0 Site Description

2.1 This application relates to a substantial 6-bed detached two storey dwelling located within the countryside in an elevated position overlooking the Hamble River. The dwelling is set back from the Brook Lane frontage so that it is not easily visible from the road. The dwelling is accessed via a private gated driveway which runs between Nos. 35 and 41 Brook Lane. The property has two detached garage blocks with first floor accommodation; one located adjacent to the southern boundary and one which stands to the north of the dwelling. There is ample on-site car parking.

3.0 Description of Proposal

3.1 Planning permission is sought for the erection of;

- A two storey front extension positioned centrally on the front of the dwelling
- Two front dormer windows
- A first floor side extension to the south of the dwelling above the existing snooker room
- A single storey extension to the rear of the snooker room
- A two storey rear extension across the central part of the rear elevation featuring rear balcony
- A single storey extension to the north side of the dwelling to connect the dwelling to the detached garage

3.2 The additional accommodation would comprise a gym, cinema room and additional ground and first floor accommodation with no increase in bedroom numbers.

4.0 Policies

4.1 The following policies apply to this application:

Adopted Fareham Borough Core Strategy

Policy CS14 Development Outside Settlements

Policy CS17 High Quality Design

Adopted Development Sites and Policies

Policy DSP3 Impact on Living Conditions

Other Documents:

Fareham Borough Design Guidance: Supplementary Planning Document
(excluding Welborne) December 2015

Residential Car Parking Standards 2009

5.0 Relevant Planning History

5.1 The following planning history is relevant:

P/17/0347/FP Two Storey Front Extension, Ground Floor Link Extension to Garage, Two Storey Rear Extension, Rear Extension to Swimming Pool Room and Two Front Dormers
Permission 19 May 2017

P/16/0761/FP Ground Floor Extension
Permission 5 August 2016

P/16/0185/FP Erection of First Floor Extension
Permission 17 March 2016

P/14/0592/FP Construction of New Triple Garage
Permission 1 August 2014

P/09/0477/FP Erection of Replacement Dwelling and Triple Garage Block (Alternative to P/08/1124/FP)
Permission 20 July 2009

6.0 Representations

6.1 Five representations have been received (including one from the Fareham Society) raising the following concerns;

- Detrimental to character of the Lower Hamble Valley
- The proposal would result in the dwelling being more visible and intrusive in views from the Hamble footpath
- The existing dwelling is overbearing and out of keeping with surrounding properties

- Excessive scale
- The need for a property of this size is not justified
- Would the extension result in a change of use?
- Overdevelopment
- Insufficient boundary screening
- Loss of privacy
- No additional landscaping

8.0 Planning Considerations

8.1 The following matters represent the key material planning considerations which would need to be assessed to determine the suitability of the development proposal. The key issues comprise:

- a) Impact on Character/Appearance of the Area;
- b) Impact on Living Conditions of Neighbouring Properties

a) Impact on Character/Appearance of the Area;

8.2 The primary concern in terms of the visual impact of the proposal relates to views of the property from the River Hamble to the west of the site and the impact on the Character of the Lower Hamble Valley. The importance of this high value landscape is set out within the Fareham Landscape Assessment 2017 and existing residential development on the valley slopes is described as being relatively inconspicuous.

8.3 Policy CS14 (Development Outside Settlements) states that built development 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. In coastal locations, development should not have an adverse impact on the special character of the coast when viewed from land or water. Officers have sought amendments to the proposal since it was submitted to ensure that the scale and bulk of the dwelling would not be significantly increased when viewed from the Hamble. As a result a substantial first floor extension over the existing swimming pool which would have significantly increased the two storey width of the dwelling has been omitted from the scheme.

8.4 In 2017 various extensions to the dwelling were permitted (P/17/0347/FP) but this permission has not been implemented to date. This included a two storey front extension and two front dormer windows similar to that now proposed, a two storey rear extension to the central section of the dwelling comparable to the two storey rear extension now proposed, and a single storey link between the dwelling and the detached garage which is now replaced with a more substantial single storey extension. The first floor side extension above the ground floor snooker room which forms part of the current proposal was also previously permitted in 2016 (P/16/0185/FP).

- 8.5 The proposed two storey rear extension would be read against the backdrop of the existing dwelling and would not protrude beyond the existing two storey flank walls. In officers opinion it would therefore not be particularly intrusive within the long distance views from the Hamble footpath. The most significant enlargement in comparison to the previously permitted scheme would be a single storey extension to the north side of the swimming pool to adjoin the garage. This extension would have a flat roof design and would not increase the expansion of the dwelling any further across the plot. A further single storey element is proposed to the rear of the dwelling at the southern end of the dwelling which would be less exposed. In comparing the proposed rear elevations for both proposals it is not considered that the alternative scheme would significantly increase bulk or result in the dwelling being more visually prominent when viewed from the Hamble.
- 8.6 Whilst it is appreciated that this is a substantial property, the dwelling sits within a large plot which is capable of accommodating it and there are no concerns regarding the loss of space about the building and the site boundaries. Officers consider that the scale and bulk of the dwelling has reached a point where any further expansion requires careful consideration to ensure that the character of the area is not materially harmed. However the question of whether there is a need for the dwelling to be so large is not relevant to the determination of the planning application. It is considered that the proposal complies with Policies CS14 (Development Outside the Settlements) and Policy CS17 (High Quality Design) of the adopted Core Strategy. It is not considered that the proposal would have an adverse impact on the character or appearance of the area.

b) Impact on Living Conditions of Neighbouring Properties

- 8.7 The proposed extensions would not be within close proximity to any of the neighbouring residential properties. The nearest properties to the south on Thornton Avenue (Nos. 14, 16 & 18) are in excess of 30m from the application property with intervening tree screening. There are no concerns regarding loss of light or outlook from surrounding residential properties as a result of the proposed extensions. The proposed front dormers would be in excess of 30m from the garden boundary with No.35 Brook Lane so there are no concerns regarding overlooking or loss of privacy in this respect. There are no first floor windows proposed within the south elevation of the extensions which would face towards properties on Thornton Avenue. The proposal complies with Policy DSP3 of the Fareham Borough Local Plan Part 2: Development Sites & Policies and is considered acceptable.

9.0 Recommendation

- 9.1 GRANT PLANNING PERMISSION, subject to the following Conditions:

1. The works hereby approved shall be undertaken within three years from the date of this decision notice.

REASON: To allow a reasonable time period for work to start, to comply with Section 91 of the Town and Country Planning Act 1990, and to enable the Council to review the position if a fresh application is made after that time.

2. The development hereby permitted shall be carried out strictly in accordance with the following drawings/documents:
 - i) Location Plan – drwg No. 101 Rev A
 - ii) Site Plan – drwg No. 102 Rev A
 - iii) Proposed Elevations – drwg No. 1003 & 1004 Rev A
 - iv) Existing Elevations – drwg Nos. 1005 & 1006
 - v) Existing Floor Plans – drwg No. 203
 - vi) Proposed Floor Plans – drwg No. 1000 Rev D

REASON: To avoid any doubt over what has been permitted.

3. The materials to be used in the construction of the development hereby permitted shall match as closely as possible those used on the existing dwelling unless otherwise agreed in writing with the Local Planning Authority.

REASON: To secure the satisfactory appearance of the development.

10.0 Background Papers

P/18/1443/FP

FAREHAM

BOROUGH COUNCIL



37 Brook Lane
Warsash
Scale 1:2,500



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<p style="text-align: center;">ZONE 2 – FAREHAM Fareham North-West Fareham West Fareham North Fareham East Fareham South</p>
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REFERENCE NUMBER & WARD	SITE ADDRESS & PROPOSAL	ITEM NUMBER & RECOMMENDATION
P/19/0242/CU FAREHAM NORTH	164A WEST STREET FAREHAM PO16 0EH CHANGE OF USE FROM A1 (SHOPS) TO A4 (DRINKING ESTABLISHMENT) FOR USE AS A MICRO PUB	5 PERMISSION

Agenda Item 7(5)

OFFICER REPORT FOR COMMITTEE

DATE: 24/04/2019

P/19/0242/CU
SOUTHERN ALEHOUSE LTD

FAREHAM NORTH WARD
AGENT: CYAN POWER LTD

CHANGE OF USE FROM A1 (SHOP) TO A4 (DRINKING ESTABLISHMENT) FOR
USE AS A MICRO PUB

164A WEST STREET, FAREHAM

Report By

Peter Kneen – direct dial 01329 824363

1.0 Introduction

1.1 The application is reported to the Planning Committee due to the number of third party letters received, comprising two letters of objection and seven letters of support.

2.0 Site Description

2.1 The site is located on the southern side of West Street, within the designated Fareham Town Centre, and Secondary Shopping Frontage. The site forms one of a ribbon of commercial properties along the southern side of West Street, with a variety of retail units at ground floor level with offices and residential properties at first and second floor levels.

2.2 The property, which is currently vacant at ground floor level is situated in between two existing A1 retail units (The Boutique Haberdashery and Fareham Sewing Machines), with a mixture of A1, A2, A3 and A5 uses along the terrace. To the north of the site is a wide area of pavement, partially within private ownership and partially forming part of the public highway. To the south of the property is a private car park with residential properties beyond.

2.3 To the northern side of West Street is another ribbon of commercial properties with offices and flats above.

3.0 Description of Proposal

3.1 The proposal seeks to change the use of the ground floor unit from A1 (shop) to an A4 (drinking establishment) for use as a micro pub, serving own brewed ales. No music or other live entertainment is proposed, and the pub would display and brew its own ales, whilst also supporting small scale craft breweries of cask ale and craft beers. No mainstream lagers or spirits would be available.

4.0 Policies

4.1 The following policies apply to this application:

Adopted Fareham Borough Core Strategy

CS3	Vitality and Viability of Centres;
CS6	The Development Strategy;
CS7	Development in Fareham;
CS17	High Quality Design

Adopted Development Sites and Policies

DSP1	Sustainable Development;
DSP2	Environmental Impact;
DSP3	Impact on Living Conditions;
DSP5	Protecting and Enhancing the Historic Environment
DSP22	Secondary Shopping Area.

Other Documents:

Fareham Borough Design Guidance: Supplementary Planning Document
(excluding Welborne) December 2015
Non-Residential Car Parking Standards 2015

5.0 Relevant Planning History

5.1 No recent relevant planning history.

6.0 Representations

6.1 Nine third party letters have been received regarding this application, comprising two letters of objection and seven letters of support. The main issues raised by the two letters of objection relate to:

- Noise and anti-social behaviour due to existing drinking establishment.

6.2 The seven letters of support raise the following matters:

- Makes use of a vacant unit in the town centre;
- Becomes a community hub;
- Revitalise the high street;
- Do not attract rowdy clientele;

7.0 Consultations

INTERNAL

Environmental Health (Noise/Pollution)

7.1 No objection raised subject to conditions on hours of deliveries, no amplified music, removal of external tables and chairs after 2130hrs and a general limitation on opening hours.

8.0 Planning Considerations

8.1 The following matters represent the key material planning considerations which would need to be assessed to determine the suitability of the development proposal. The key issues comprise:

- a) Principle of the change of use;
- b) Impact on living conditions of neighbours;
- c) Car parking;
- d) Impact on Locally Listed Building.

a) Principle of the Change of Use

8.2 The application would see the change of use of an existing A1 retail unit into an A4 drinking establishment within the designated town centre. The principle of the change of use is established by Policy DSP22 (Secondary Shopping Frontages) which sets out three criteria to determine the suitability of a change of use from an existing ground floor A1 retail unit.

'Proposals for the change of use of a ground floor Class A1 retail unit in the Secondary Shopping Area will only be permitted where:

- i) it would not result in an unacceptable group of non-retail uses on the same side of the street that would undermine the active street frontage or adversely impact upon the vitality and/or viability of the Secondary Shopping Area; and*
- ii) the proposed use falls within the definition of 'main town centre uses' as defined in the National Planning Policy Framework; and,*
- iii) the unit would retain an active shop window display.*

8.3 Dealing with each point in turn, (i) the proposal would see the change of use of one A1 retail unit into an A4 use. The current terrace of properties along this part of West Street comprises 29 units, of which 19 are in A1 Use (including the application site), four are in A3 (cafes and restaurants) uses, three are in A5 (hot food takeaways), one is in a sui generis use (nail bar), and one further unit is in a B1 (office) use. There is also a further unit in an undetermined use.

8.4 Having regard to the above, the majority of the units are in A1 retail use, and therefore the change of use of one unit to an A4 (drinking establishment) would add further variety along the street without significantly impacting on the retail uses or the vitality or viability of the Secondary Shopping Area.

8.5 In respect of (ii), an A4 use is considered to be a suitable 'main town centre use' as defined by the National Planning Policy Framework, and in respect of (iii), the micropub would retain an active shop frontage, offering views out to the street, and views into the micropub.

- 8.6 The change of use would also enable the re-use of an existing vacant unit within the town centre, supporting the vitality and viability of the centre.
- 8.7 It is therefore considered that the proposed change of use would comply with the requirements of Policy DSP22 and is therefore considered acceptable in principle.

b) Impact on the Living Conditions of Neighbours

- 8.8 The proposed opening hours of the micropub are 1500 – 2200 hours Monday to Friday, 1200 – 2200 hours Saturdays and 1200 – 1500 hours Sundays and Bank Holidays. Whilst these hours are largely outside the normal opening hours of nearby retail uses it is acknowledged that the site lies within the town centre where there are numerous other uses with evening or late night opening hours. Notwithstanding, it is important to ensure that the proposals would not adversely impact on the living conditions of neighbours in the immediate vicinity.
- 8.9 The proposals have been supported by a Planning Statement which highlights that there will be no electronic entertainment (sports television, gambling machines, karaoke or any live or recorded music) within the micropub. In addition, soundproofing for the first floor flat is already in place, although noise levels are anticipated to be minimal.
- 8.10 The application has been considered by the Council's Environmental Health Officers who have raised no objection to the proposals, subject to conditions on delivery times, opening hours and limitations on the playing of live or recorded music.
- 8.11 The proposal includes provision for external tables and chairs within the existing pavement forecourt. This was also considered acceptable by the Environmental Health Officer provided the area is closed off after 21:30 hours.
- 8.12 The proposal is considered to be acceptable, and unlikely to result in an unacceptable adverse impact on the living conditions of neighbouring occupiers, subject to the imposition of appropriate conditions.

c) Car Parking

- 8.13 The site is located within the designated town centre and therefore whilst the application provides no customer car parking, it is situated within close walking distance to a number of public car parks. The site also lies only 7 minutes walk to Fareham Railway Station and only 5 minutes walk to Fareham Bus Station. The site is therefore considered to be sustainably located, within easy reach of various modes of public transport and within a wide catchment of residents capable of walking to the town centre.

d) Impact on a Locally Listed Building

- 8.14 The proposal does not include works to the external appearance of the building beyond the provision of an advertisement.

8.15 It is therefore considered that the proposed change of use would not have an adverse impact on the preservation or setting of the locally listed building.

8.16 Therefore, having regard to the above, and subject to appropriately worded conditions, set out in Section 9.0 below, it is considered that the proposed change of use to an A4 drinking establishment, as a micropub only, is considered acceptable.

9.0 Recommendation

9.1 GRANT PLANNING PERMISSION, subject to the following Conditions:

1. The development hereby permitted shall be implemented within three years of the date of this decision.

REASON: To allow a reasonable time period for work to start, and to comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out strictly in accordance with the following drawings/documents:

- i) Location Plan;
- ii) Site Plan;
- iii) Block Plan.

REASON: To avoid any doubt over what has been permitted.

3. The development hereby permitted shall be limited to use as a micropub and for no other purpose (including any other purpose in Class A4 (drinking establishments) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that order with or without modification, or as may be permitted by any Class within Schedule 2, Part 3 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that Order with or without modification.

REASON: To protect the occupiers of the nearby residential properties from possible disturbance from permitted uses other than that specifically granted through this permission.

4. The premises shall not be open for customers outside the following hours: -
15:00hrs to 22:00hrs Mondays - Thursday
12:00hrs to 22:00hrs Fridays & Saturdays
12:00hrs to 15:00hrs Sundays/Bank Holidays

No deliveries shall be taken at or despatched from the site outside the hours of 10:00hrs to 20:00hrs nor at any time on Sundays, Bank or Public Holidays.

REASON: To protect the occupiers of the nearby residential properties from possible disturbance from permitted

5. No tables or chairs shall be present in the forecourt on the northern side of the building after 21:30hrs each day.

REASON: In the interests of residential amenity.

6. No amplified music or live music shall be played within the premises at any time, unless otherwise agreed in writing by the Local Planning Authority.

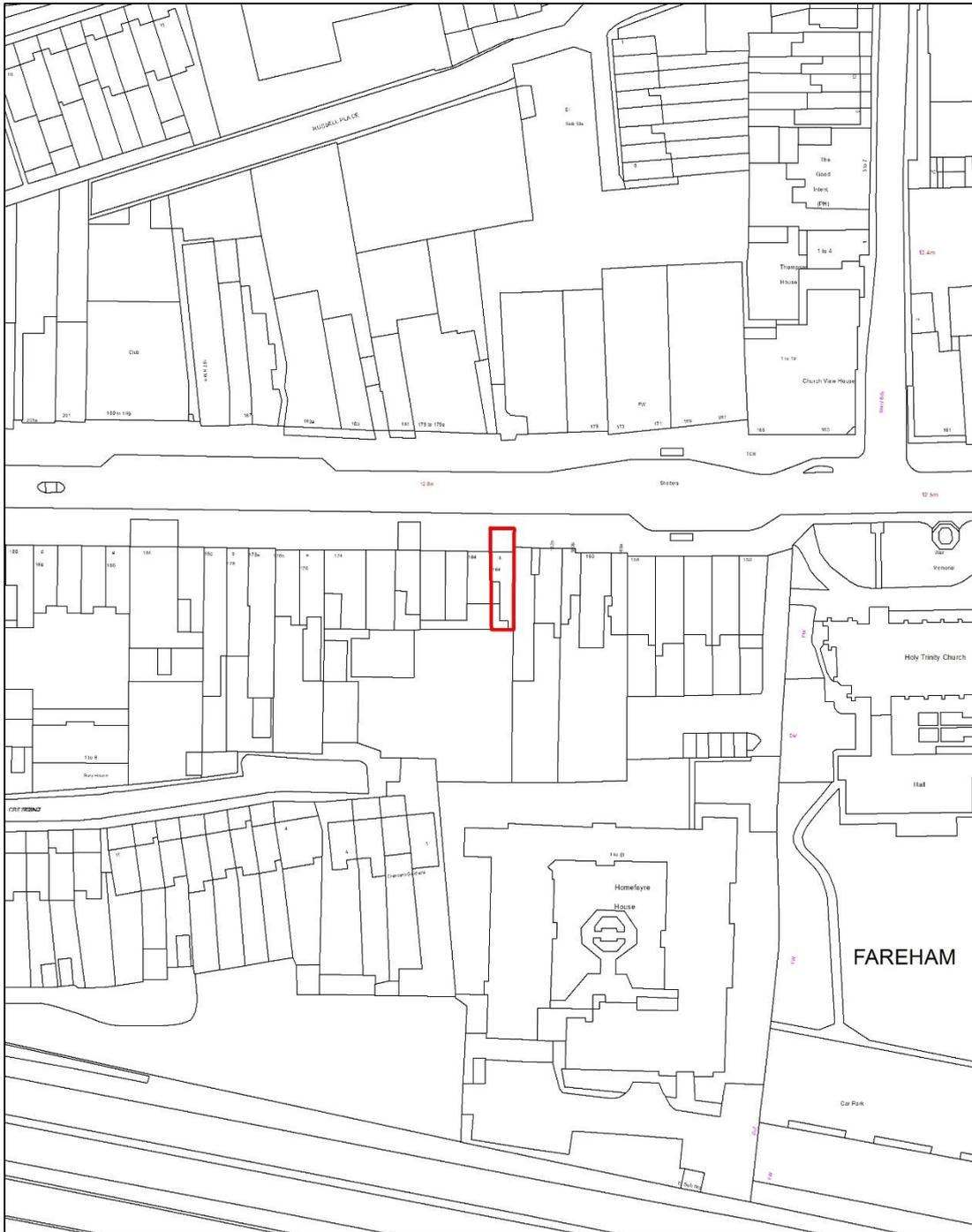
REASON: In the interests of residential amenity.

11.0 Background Papers

P/19/0242/CU

FAREHAM

BOROUGH COUNCIL



164A West Street
Fareham
Scale 1:1000



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ZONE 3 – EASTERN WARDS

Portchester West

Hill Head

Stubbington

Portchester East

REFERENCE NUMBER & WARD	SITE ADDRESS & PROPOSAL	ITEM NUMBER & RECOMMENDATION
<p>P/18/0005/OA PORTCHESTER WEST</p>	<p>LAND TO EAST OF DOWN END ROAD FAREHAM</p> <p>OUTLINE PLANNING APPLICATION WITH ALL MATTERS RESERVED (EXCEPT THE MEANS OF ACCESS) FOR RESIDENTIAL DEVELOPMENT, DEMOLITION OF EXISTING AGRICULTURAL BUILDINGS AND THE CONSTRUCTION OF NEW BUILDINGS PROVIDING UP TO 350 DWELLINGS; THE CREATION OF NEW VEHICULAR ACCESS WITH FOOTWAYS AND CYCLEWAYS; PROVISION OF LANDSCAPED COMMUNAL AMENITY SPACE, INCLUDING CHILDREN'S PLAY SPACE; CREATION OF PUBLIC OPEN SPACE; TOGETHER WITH ASSOCIATED HIGHWAYS, LANDSCAPING, DRAINAGE AND UTILITIES.</p>	<p>6</p> <p>OUTLINE PERMISSION</p>
<p>P/19/0297/TO HILL HEAD</p>	<p>SPRINGFIELD WAY OPEN SPACE FAREHAM PO14 2RG</p> <p>FELL 1 X WILLOW & 1 X NORWAY MAPLE. CROWN LIFT 3 X NORWAY MAPLE 4 X CHESTNUT 1X ROWAN TO 3 METRES AND THIN 20%. THESE TREES ARE PROTECTED</p>	<p>7</p> <p>SPLIT DECISION</p>

BY TPO751.

OFFICER REPORT FOR COMMITTEE

DATE: 24/04/2019

P/18/0005/OA
MILLER HOMES

PORTCHESTER WEST
AGENT: TERENCE O'ROURKE
LIMITED

OUTLINE PLANNING APPLICATION WITH ALL MATTERS RESERVED (EXCEPT THE MEANS OF ACCESS) FOR RESIDENTIAL DEVELOPMENT, DEMOLITION OF EXISTING AGRICULTURAL BUILDINGS AND THE CONSTRUCTION OF NEW BUILDINGS PROVIDING UP TO 350 DWELLINGS; THE CREATION OF NEW VEHICULAR ACCESS WITH FOOTWAYS AND CYCLEWAYS; PROVISION OF LANDSCAPED COMMUNAL AMENITY SPACE, INCLUDING CHILDREN'S PLAY SPACE; CREATION OF PUBLIC OPEN SPACE; TOGETHER WITH ASSOCIATED HIGHWAYS, LANDSCAPING, DRAINAGE AND UTILITIES

LAND EAST OF DOWN END ROAD, FAREHAM

Report By

Richard Wright – direct dial 01329 824758

1.0 Introduction

- 1.1 This application has been presented to the Planning Committee due to the number of third party representations received.
- 1.2 Members will note from the 'Five Year Housing Land Supply Position' report elsewhere on this agenda that this Council currently has a housing land supply of 4.66 years.
- 1.3 This application was previously considered by Members at the Planning Committee meeting held on Wednesday 16th January this year. Members resolved to defer the application to allow the applicant to further consider the proposed improvement to the railway bridge on Down End Road. Paragraphs 8.52 – 8.53 of this report specifically address those matters.
- 1.4 To meet the Council's duty as the competent authority under the Conservation of Habitats and Species Regulations 2017 ("the habitats regulations"), a Habitats Regulations Assessment has been produced including a Stage 3 Appropriate Assessment. The assessment concludes that there would be no adverse effects on the integrity of the identified designated sites.

2.0 Site Description

- 2.1 The application site is located on the slopes of Portsdown Hill north of the Portsmouth to Southampton railway line which forms the development's

southern boundary. The site comprises agricultural land and paddocks with farm buildings at its centre. The site is in the countryside and lies outside of the urban settlement boundary as defined in the adopted local plan. To its east is Portchester Crematorium and the Memorial Gardens whilst to its north-west is an open-air waste facility. Close by on the eastern side of Down End Road is a small group of residential and commercial properties.

- 2.2 Vehicular access is provided in two places, on the eastern side of Down End Road and from The Thicket via a bridge across the railway line (Cams Bridge). A building used as a motor repairs business is located close to the northern side of the bridge however the red edge of the application site is drawn so as not to include that building.

3.0 Description of Proposal

- 3.1 Outline planning permission is sought for the demolition of the existing agricultural buildings on the site and the construction of up to 350 dwellings.
- 3.2 The means of access to the site is proposed at three separate points. Vehicular access and a footway for pedestrians would be formed with a new junction on the eastern side of Down End Road at the western extent of the application site. Meanwhile a new pedestrian and cycle connection with Upper Cornaway Lane would be provided at the other end of the site at its eastern extent. The main pedestrian and cycle access to and from the site would however be via the existing track leading across Cams Bridge to The Thicket. That track is subject to proposed improvements as part of a separate planning application also on this agenda (application reference P/18/0001/OA).
- 3.3 Matters of scale, appearance, layout and landscaping are to be reserved however the applicant has submitted a Landscape Parameter Plan for consideration which shows the location of open space and attenuation drainage features amongst other things.

4.0 Policies

- 4.1 The following policies are relevant to this application:

Approved Fareham Borough Core Strategy

CS2 - Housing Provision

CS4 - Green Infrastructure, Biodiversity and Geological Conservation

CS5 - Transport Strategy and Infrastructure

CS6 - The Development Strategy

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

Adopted Development Sites and Policies

DSP1 - Sustainable Development
DSP2 - Environmental Impact
DSP3 - Impact on living conditions
DSP4 – Prejudice to adjacent land
DSP6 - New residential development outside of the defined urban settlement boundaries
DSP13 - Nature Conservation
DSP15 - Recreational Disturbance on the Solent Special Protection Areas
DSP40 - Housing Allocations

Other Documents

Residential Car and Cycle Parking Standards Supplementary Planning Document (November 2009)
Design Guidance Supplementary Planning Document excluding Welborne (Dec 2015)
Planning Obligation SPD for the Borough of Fareham (excluding Welborne) (April 2016)

5.0 Relevant Planning History

5.1 No relevant planning history.

6.0 Representations

6.1 There have been 271 representations received (369 if including multiple responses from the same persons). Of the 271 representations, there have been 260 letters objecting to the proposal and 6 letters of support. The remaining 5 representations requested clarification or advice.

6.2 Objections

General

- All brownfield sites should be exhausted first
- Further loss of green land around Portchester
- Better sites elsewhere (Newlands?)
- Application is premature to the full consideration of the emerging Local Plan
- Development should not be considered in isolation
- The area is open space in the current local plan
- Overdevelopment

- Welborne should be sufficient – Council stated no further development in Fareham
- No notification of application
- Loss of outlook
- Loss of trees
- Loss of view

Highways

- Road infrastructure unable to accommodate additional pressure (Delme Roundabout; A27 traffic lights)
- Downend Road (narrow bridge) not suitable for extra load – cars will divert through local roads including The Thicket and St Catherines Way
- Possible footbridge required
- Narrow Bridge on Downend Road not suitable for pedestrians and none of the options would lack adverse implications
- Only solution to bridge is a new much wider one
- Transport Assessment too 'narrow'
- Why no investigation into using Veolia access?
- Access should be provided to Upper Cornaway Lane
- Reduced speed limits and traffic calming
- Photographs taken with unusually light traffic
- Traffic monitoring time inadequate
- Use Veolia Haul Road to get traffic to M27
- Use of MOVA [Microprocessor Optimised Vehicle Actuation] is not appropriate because this controls one junction at a time but the congestion issues are wider
- Roads in the area are simply overloaded – detailed plans are required to show how this will be alleviated
- Roads are not capable of accepting the proposed changes
- Too much congestion on Downend Road, The A27, The Thicket and the Delme roundabout
- An increase of speeding traffic along The Thicket.
- The area is traffic gridlocked on a daily basis
- Encouragement of residents to use alternative transport is too little and will not work
- Congestion on the narrow bridge over the railway for all including the emergency services and especially the ambulances which use this route
- Fundamental traffic issues not resolved so this will only be worsened
- There should be an access at the east side of the site to give access to Portchester services
- Changes should be instigated first and monitored for impact before any development takes place

Environmental

- Loss of ecology
- Destruction of wild life habitat

- Noise disturbance
- Air pollution
- Adverse impact on health and wellbeing of children at Cams School
- Possible smells and noise from pumping station
- Ridgeway notified as being in nitrogen dioxide at risk zone – development would surely worsen this
- Pollution of water table from adjacent waste use
- Loss of more farmland
- Add to flooding beyond site
- Need for new sewerage system

Impact on local services

- No development until infrastructure is put in place
- Healthcare unable to cope
- Schools are at capacity
- Contributions required for both primary and secondary schooling
- Strain on local services
- Insufficient affordable houses and lack of guarantees as to provision
- Lack of infrastructure in the application

6.3 Support

- Need for new houses but entrance and exit around the Seagull Roundabout area
- Cannot keep putting off hard decisions about housing provision
- Subject to adequate affordable housing and pedestrian and cycle way provision
- New business and opportunities
- Traffic in the area has been reduced by closing of DRA – this development will not increase the traffic as much as when all sites on Portsdown Hill were fully manned
- Boost to economy
- Those on housing waiting list need more houses

7.0 Consultations

EXTERNAL

NHS – South Eastern Hampshire CCG

- 7.1 The development is featured in the Fareham Borough [Draft] Local Plan 2036 and has already been identified as one which could have a direct impact on healthcare services in the area. The CCG commented on the Draft Local Plan in December 2017 and do not wish to make any further comment at this time.
- 7.2 In the CCG response on the Draft Local Plan in December 2017, concern was raised there would be additional pressure on existing NHS services in primary, community and secondary care settings arising from increased

development and a corresponding rise in the local population. The response goes on to explain that, notwithstanding, the level of additional demand that will be placed on NHS primary care does not warrant the commissioning of an additional GP surgery. The increased demand will be accommodated by the existing GP surgeries open to new registration requests from people living in the area of the proposed development however additional capacity within the premises will be required. In order to meet the additional demand on health services that new housing will bring, the CCG would wish to apply for Section 106 or CIL contributions on individual schemes on behalf of local GP practices to enable targeted infrastructure improvements for existing local practices.

HCC Highways

- 7.3 Please See Appendix 1 to this Officer's report for comments received on 29th August 2018 and Appendix 2 to this Officer's report for further comments received on 12th March 2019.

HCC – Archaeology

- 7.4 The applicant's Heritage Statement identifies potentially highly significant archaeological deposits particularly in the eastern half of the site. No objection subject to conditions.

HCC - Flood Water Management Team

- 7.5 The general principles of the drainage strategy are acceptable. No objection subject to condition securing further details.

HCC – Countryside Service (Public Rights of Way)

- 7.6 To enhance the access network and to support sustainable travel, it is requested that a safe and convenient public route be provided east-west across the site, linking Footpath 109 and Footpath 117. In addition, a development of this scale will generate substantial additional use upon the local rights of way network, most notably Footpath 117, that provide links to Fort Nelson downland area and Portsdown Hill Road. It is likely that this route would be used extensively for dog walking. To mitigate for this increased footfall and to ensure that additional dogs do not have an adverse impact upon the Fort Nelson SINC, it is requested that Footpath 117 be resurfaced and an additional dog bin be provided (at an estimated cost of £119,825). Should the east-west public route not be provided and the above contribution not be agreed we object to this application.

HCC - Children's Services

- 7.7 This development represents a significant level of additional dwellings in this area and will impact on the supply of school places locally. This justifies a contribution being sought towards the provision of primary education infrastructure.

In line with HCC's Children's Services Developers' Contributions Policy the development should contribute to provision of infrastructure at local schools due to the additional pressure that will be placed on school places. Due to the significant level of proposed housing in the local area investigations are under way as to the requirement for additional places at local schools. To mitigate the impact of this development on school places a contribution should be made. The planning and provision of additional school places is an increasingly complex task with regard to catering for growing populations, inward migration and new housing developments. Individual schools, subject to status, now have greater autonomy regarding admission numbers and decisions surrounding school expansions, adding further complexity to the role the County Council must undertake. For this reason, and that schools need to be organised and of a size to create an organisational structure that is sustainable and sensible, planning for the impact of these developments, and others locally, takes time to resolve with local schools. Hence, at this stage it is not possible to confirm what infrastructure is to be provided to mitigate the impact on school places in the local area. However it is likely that additional infrastructure will be needed at the primary phase in the local area and this will be provided at either Red Barn Primary School or Northern Infant and Junior Schools.

The pupil yield is likely to be 105 primary age pupils based upon a primary pupil yield of 0.3 children per dwelling. In line with the policy a contribution of £17,971 per primary pupil place should be made based on an expansion by 0.5 forms of entry (105 places). For primary this totals £1,886,955.

This amount should be able to be used flexibly to respond to the proposed strategy for delivering any additional facilities that may be required or to assist with home to school transport costs.

Key is the creation of pedestrian and cycle routes from this development to existing schools. It should be ensured that the developer provides safe routes to the schools which should include lighting where appropriate. A contribution towards the cost of providing school travel plans for both schools including on-going monitoring fees should be made. This should total £25,000.

HCC – Minerals and Waste Planning Authority

7.8 No objection.

Natural England

7.9 No objection subject to appropriate mitigation being secured.

Southern Water

7.10 No objection.

Hampshire Constabulary - Crime Prevention Design Officer

7.11 To reduce the opportunities for crime the access route to the east (to Upper Cornaway Lane) should be at least 3m wide, any planting along the route should be low so as not to create a place in which a person might lie in wait and column lighting should be provided. There should be good natural surveillance of the open space and the sports pitches from the nearby dwellings.

Further advice provided which would be for consideration at the detailed reserved matters stage.

Portsmouth City Council

7.12 No comments or observations are offered.

Network Rail

7.13 No objection subject to condition.

INTERNAL

Trees

7.14 No objections subject to detailed landscaping and tree protection plan.

Ecology

7.15 No objection subject to conditions.

Environmental Health (Noise/Pollution)

7.16 No objection.

Environmental Health (Contamination)

7.17 No objection subject to condition.

Tree Officer

7.18 No objection subject to planning condition.

8.0 Planning Considerations

8.1 The following matters represent the key material planning considerations which would need to be assessed to determine the suitability of the development proposal. The key issues comprise:

- a) Implication of Fareham's current 5-year housing land supply position;
- b) Residential development in the countryside;
- c) Policy DSP40;
- d) Other matters;

e) The Planning balance.

a) Implications of Fareham's current 5-year housing land supply position

8.2 A report titled "Five year housing land supply position" is reported for Members' information elsewhere on this agenda. That report sets out this Council's local housing need along with this Council's current housing land supply position. The report concludes that this Council has 4.66 years of housing supply against the new 5YHLS requirement.

8.3 The starting point for the determination of this planning application is section 38(6) of the Planning and Compulsory Purchase Act 2004:

"If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

8.4 In determining planning applications there is a presumption in favour of the policies of the extant Development Plan, unless material considerations indicate otherwise. Material considerations include the planning policies set out in the NPPF.

8.5 Paragraph 59 of the NPPF seeks to significantly boost the supply of housing.

8.6 Paragraph 73 of the NPPF states that local planning authorities should identify a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement including a buffer. Where a local planning authority cannot do so, and when faced with applications involving the provision of housing, the policies of the local plan which are most important for determining the application are considered out-of-date.

8.7 Paragraph 11 of the NPPF then clarifies what is meant by the presumption in favour of sustainable development for decision-taking, including where relevant policies are "out-of-date". It states:

"For decision-taking this means:

- *Approving development proposals that accord with an up-to-date development plan without delay; or*

- *Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting planning permission unless:*
 - i. *The application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

8.8 The key judgement for Members therefore is whether the adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies taken as a whole.

8.9 Members will be mindful of Paragraph 177 of the NPPF which states that

“The presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.”

8.10 The wording of this paragraph was recently amended by government to clarify that in cases such as this one where an appropriate assessment had concluded that the proposal would not adversely affect the integrity of the habitats site the presumption in favour of sustainable development set out in Paragraph 11 does apply.

8.11 The following sections of the report assesses the application proposals against this Council's adopted local planning policies and considers whether it complies with those policies or not. Following this Officers undertake the Planning Balance to weigh up the material considerations in this case.

b) Residential Development in the Countryside

8.12 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. Policy CS6 (The Development Strategy) goes 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.

- 8.13 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.'
- 8.14 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).
- 8.15 The site is clearly outside of the defined urban settlement boundary and the proposal is therefore contrary to Policies CS2, CS6, and CS14 of the adopted Core Strategy and Policy DSP6 of the adopted Local Plan Part 2: Development Sites and Policies Plan.

c) Policy DSP40

- 8.16 Policy DSP40: Housing Allocations, of Local Plan Part 2, states that:
- "Where it can be demonstrated that the Council does not have a five year supply of land for housing against the requirements of the Core Strategy (excluding Welborne) additional housing sites, outside the urban area boundary, may be permitted where they meet all of the following criteria:*
- i. The proposal is relative in scale to the demonstrated 5 year housing land supply shortfall;*
 - ii. The proposal is sustainably located adjacent to, and well related to, the existing urban settlement boundaries, and can be well integrated with the neighbouring settlement;*
 - iii. The proposal is sensitively designed to reflect the character of the neighbouring settlement and to minimise any adverse impact on the Countryside and, if relevant, the Strategic Gaps;*
 - iv. It can be demonstrated that the proposal is deliverable in the short term; and*
 - v. The proposal would not have any unacceptable environmental, amenity or traffic implications".*
- 8.17 Each of these five bullet points are worked through in turn below.

Policy DSP40 (i)

- 8.18 The proposal is for 350 dwellings however not all of those dwellings are expected to be completed within the five year period up until April 2024.

- 8.19 The applicant anticipates that there will be two house builders on site. As such the development is expected to be able to deliver between 60 to 120 dwellings per annum including affordable units. Based on an anticipated start on site approximately two years from now Officers believe it is reasonable to expect that some 200 of those dwellings would be delivered within the five year housing land supply period.
- 8.20 The proposal is considered relative in scale to the 5YHLS shortfall and therefore bullet point i) of Policy DSP40 is satisfied.

Policy DSP40 (ii)

- 8.21 The site is in a sustainable location in close proximity to local schools (Red Barn Primary School, Northern Infant and Junior Schools, Wicor Primary School and Cams Hill Secondary School), Portchester Community Centre and Westlands Medical Centre. The A27 is close by where regular bus services run eastwards towards Portsmouth and westwards towards Fareham. Eastwards Portchester District Centre provides retail opportunities nearby and beyond the centre lies the employment areas of Murrills Estate and Castle Trading Estate. Portchester Railway Station is located within 1.5km of the site. Westwards lies Fareham Town Centre approximately 1.7km from the vehicular access to the site.
- 8.22 The site is located adjacent to the existing urban area. The easterly pedestrian and cycle connection to Upper Cornaway Lane lies adjacent to Northfield Park and the residential cul-de-sac Lancaster Close. The residential streets of Winnham Drive, Tamar Close, The Pines and The Thicket lie on the immediate opposite side of the railway line to the site. The connectivity proposed by the access across Cams Bridge and to Upper Cornaway Lane/Lancaster Close would assist in integrating the site with those existing adjacent residential areas.
- 8.23 The proposal is considered to accord with Policy DSP40(ii).

Policy DSP40 (iii)

- 8.24 The application is in outline form meaning consideration of the layout, scale and appearance of the development are reserved matters. However, taking into account the quantum of development proposed of 350 homes and the parameters provided in the submitted Landscape Parameters Plan, Officers have no concerns that the scheme could not be delivered to successfully reflect the character of the existing settlement of Portchester through a sensitive design approach to accord with Policy DSP40(iii).
- 8.25 The site is within an area of countryside but is not designated as strategic gap. The site occupies an area of farmland on the lower slopes of Portsdown

Hill. The Fareham Landscape Assessment 2017 (which is part of the published evidence base for the draft Fareham Local Plan 2036) indicates that:

“The overall character of the area is of undistinguished farmland and modified landscape disconnected from the wider rural landscape... and which lacks any special qualities or features of recognised landscape value.... The generally low visual sensitivity of the area means there is potential for some development, particularly the lower slopes to maintain longer views to the green character of high ground to the north and further mitigated through the introduction of substantial new planting, east-west GI corridors, maintenance of the rural appearance of Down End Road and ensuring development flows with the natural topography”.

- 8.26 The proposed development would inevitably result in long term adverse change to the landscape character of the countryside. However, the application proposal seeks to minimise this impact by assimilating the development into the landscape in a sensitive way. Importantly the submitted Landscape Parameters Plan shows how the parcels of development on the site would be broken up by north-south landscape corridors of green open space. Those corridors would act to maintain views up the hillside to the higher ground as encouraged by the 2017 landscape assessment and along with the other open space shown to be retained would provide space for the required new planting and green infrastructure linkages.
- 8.27 Officers consider that the adverse visual impacts of the development could be mitigated to a satisfactory extent so as to accord with the test set out at point iii) of Policy DSP40.

Policy DSP40 (iv)

- 8.28 The applicant has stated that, should outline permission be granted, they would hope to be in a position to submit a reserved matters application within 6 months. They would anticipate being on site within 12 months of the last of those reserved matters being approved.
- 8.29 As reported above, Officers consider that it would be reasonable to expect 200 of the 350 homes proposed on the site to be delivered within the five year housing land supply period up to April 2024. The remaining homes would be delivered at an average rate of 90 homes per annum meaning completion of the final residential units would be achieved by the end of the year 2025.
- 8.30 Officers consider that the site is therefore deliverable in the short term thereby satisfying the requirement of Policy DSP40(iv).

Policy DSP40 (v)

- 8.31 The final test of Policy DSP40: "The proposal would not have any unacceptable environmental, amenity or traffic implications" is discussed below.

Loss of Agricultural Land

- 8.32 The site is classified as Grade 3a or 3b agricultural land. Grades 1, 2 & 3a agricultural land constitutes best and most versatile (BMV) agricultural land.
- 8.33 Policy CS16 of the adopted Fareham Borough Core Strategy seeks to prevent the loss of the best and most versatile agricultural land. The NPPF does not place a bar on the development of the best and most versatile agricultural land. NPPF paragraph 170 advises planning decisions should recognise the economic and other benefits of the best and most versatile agricultural land. Where significant development is demonstrated to be necessary, the use of poorer quality land should be used in preference to that of a higher quality.
- 8.34 The Agricultural Assessment submitted by the applicant indicates that there are site specific limiting factors that are very likely to reduce the grade of the land to 3b or even 4 meaning it would not constitute BMV agricultural land.
- 8.35 In their consultation response Natural England have concluded that the proposal does not appear to lead to a loss of 20 ha of BMV agricultural land. Having reviewed the information provided Officers agree with this conclusion.

Pollution

- 8.36 The applicant has submitted various technical reports in support of the proposal including an air quality assessment, noise and vibration impact assessment and odour assessment. The advice received from the Council's Environmental Health team is that, subject to planning conditions being imposed, there are no concerns over the proposals either in terms of the likely impact on future residents or from the development itself.

Ecology

- 8.37 The Council's ecologist and Natural England are satisfied that the proposal is acceptable subject to planning conditions and appropriate mitigation.
- 8.38 A contribution towards the Solent Recreation Mitigation Strategy (SRMS) can be secured through a Section 106 legal agreement. Subject to this contribution being secured, the imposition of conditions to secure mitigation measures, the proposal is considered acceptable from an ecological perspective in accordance with Policy CS4 of the adopted Fareham Borough Core Strategy and Policies DSP13 and DSP15 of the adopted Fareham Borough Local Plan Part 2.

- 8.39 To meet the Council's duty as the competent authority under the Conservation of Habitats and Species Regulations 2017 ("the habitats regulations"), a Habitats Regulations Assessment has been produced including a Stage 3 Appropriate Assessment. To assist in the drafting of this assessment the applicant has themselves provided information in support. The report produced concludes that the application will have a likely significant effect in the absence of avoidance and mitigation measures on the Portsmouth Harbour Special Protection Area (SPA) and Ramsar site, the Solent and Southampton SPA and Ramsar site and the Solent and Dorset Coast Potential Special Protection Area (pSPA). The effects arising from the proposal are wholly consistent with and inclusive of the effects detailed in the SRMS and so can be mitigated to ensure no adverse effect on the integrity of those designated sites.
- 8.40 Natural England have been consulted on the report and have responded to say that, provided measures concerning recreational disturbance, water quality and flooding are secured and implemented with any planning permission, they concur with the conclusions drawn in the Appropriate Assessment. The completed Habitats Regulations Assessment and Appropriate Assessment has been published on the Council's website.

Surface Water Drainage

- 8.41 Hampshire County Council, in its capacity as the Lead Local Flood Authority (LLFA), has reviewed the flood risk assessment and drainage strategy submitted by the applicant. The LLFA are in agreement that the general principles of the strategy are acceptable and subject to further detail being provided at a later stage there would be no reason to withhold outline planning consent on the grounds of inadequate surface water drainage provision.
- 8.42 During the consultation period concerns were raised by Network Rail over the proximity of proposed attenuation ponds close to the southern site boundary and the possibility of such features adversely affecting the adjacent railway land. Network Rail requested further detail be provided on the local geology in order to determine the risks posed by saturation of the railway cutting, the likely change to the rate of water infiltration into the cutting and the adequacy of the current track to accommodate any additional infiltration. Following discussions it was agreed that such detail could be secured by condition and it is proposed this be included as part of a detailed surface water drainage strategy along with the further information requested from the LLFA.

Amenity

- 8.43 The proposal is in outline form with matters of scale, appearance and layout, as well as landscaping, reserved for later consideration. At the reserved

matters stage, the detailed layout and scale would need to be policy compliant to ensure that there would be no adverse unacceptable impact on the amenity of neighbouring residents.

- 8.44 One particular area of concern for residents is the effect of increased usage of Cams Bridge on neighbouring properties. The proposal would not result in any material increase in vehicle movements over the bridge but there would be a notable additional number of pedestrian and cycle movements. Officers do not consider the effect on the living conditions of properties bordering the track leading up to the south side of Cams Bridge would be materially harmful subject to appropriate lighting and boundary treatment where required to safeguard privacy being secured through any permission granted for the associated improvements to that bridge (planning reference P/18/0001/OA).
- 8.45 Officers are satisfied that the development would be acceptable in accordance with Core Strategy policy CS17 and Local Plan Part 2 Policies DSP3 and DSP40(v).

Highways

- 8.46 Hampshire County Council, the highway authority, has provided detailed comments as appended to this report at Appendix 1 (their response dated 29th August 2018).
- 8.47 Officers are satisfied that, subject to the proposed improvements to off-site infrastructure and pedestrian/cycle connections in and out of the site being delivered, the development is in an accessible location and promotes walking, cycling and use of public transport as alternative sustainable modes of transport to the motor car.
- 8.48 At the eastern end of the site the applicant proposes a new pedestrian and cycle link with Upper Cornaway Lane and Lancaster Close. The improvements required to the existing public footpath and link to Lancaster Close would be funded by the developer with a financial contribution secured through a Section 106 obligation.
- 8.49 The primary means of pedestrian and cycle access meanwhile is proposed to be formed using the existing track over Cams Bridge. The improvements to the track and bridge itself, such as resurfacing and widening, raised parapet heights and bollard lighting, are subject of a separate planning application reported elsewhere on this agenda (planning reference P/18/0001/OA). The delivery of those improvements and the use of the route by members of the public in perpetuity could be secured through a Section 106 obligation. Vehicular access over the bridge would be retained for the motor repair use located on the northern side, however vehicle movements and speeds along

the bridge associated with that use are recorded as being low. Furthermore vehicular access into the housing development would be prevented for all but emergency vehicles. As a result the Highway Authority has raised no concerns with regards to the safety of pedestrian and cyclists using what is anticipated to be the main route into and out of the site.

- 8.50 The sole vehicular access into the site is to be provided via a ghost island junction off Down End Road close to where the existing farm entrance is located. The proposed access is considered acceptable in highway safety terms.
- 8.51 To the south of the vehicular access along Down End Road the bridge over the railway is proposed to be improved in order to accommodate the increased pedestrian usage generated from the development site, notwithstanding that most pedestrians are anticipated to use Cams Bridge and Upper Cornaway Lane rather than Down End Road as a point of access and egress. The applicant has proposed three options for improving pedestrian access over the bridge of which the Highway Authority have found two to be acceptable. The two options are either the formation of a formal footway with a reduced minimum width of 1.2m thereby retaining a 4.8m carriageway for two way vehicular traffic (as shown in drawing no. ITB12212-GA-004 Rev B), or a footway with a minimum width of 2.0m alongside a 3.5m single vehicle width carriageway which would operate with a priority shuttle system (as shown in drawing no. ITB12212-GA-011 Rev B). Since either solution is considered acceptable it is proposed to secure one or the other through a Section 106 obligation. The highway authority have recommended that further consultation by the applicant on the options would be required to ensure that the most appropriate and publically acceptable option is taken forward.
- 8.52 When considering this application during the Planning Committee meeting held on Wednesday 16th January Members expressed concern over the proposed improvements to the railway bridge on Down End Road. Members resolved to defer the application to allow the applicant to further consider this matter.
- 8.53 In response the applicant has produced a further technical note from their transport consultants which identifies two further options on the bridge (labelled Options 4 & 5) but explains that the highway authority were not amenable to either option. The further comments received from the highway authority dated 12th March in relation to the applicant's technical note (attached to this report as Appendix 2) confirms that to be the case and that the advice set out in the original response remains unchanged. As well as these additional options the technical note also explains that the provision of a

separate footbridge for pedestrians, whilst clearly beneficial, would carry a very large construction cost (likely to be around £1.5 – 2.0m) and would be reliant on agreement with Network Rail in relation to rights to cross the railway line. The applicant is therefore unable to commit to the delivery of a footbridge which requires regulatory and commercial consents outside of its control and carries a very significant financial cost.

- 8.54 A number of junctions were modelled as part of the application including Down End Road/The Thicket, A27/The Thicket, A27 Portchester Road/Down End Road/Shearwater Avenue and A27 Portchester Road/Wallington Way/Eastern Way (the 'Delme Arms' roundabout). Two of those junctions are considered by the Highway Authority to require improvements to mitigate the impact of traffic generated by the development proposals.
- 8.55 The A27 Portchester Road/Down End Road/Shearwater Avenue signalised junction currently experiences capacity issues in the morning peak period. Initially the applicant proposed a scheme of improvements using PUFFIN (Pedestrian User Friendly Intelligent crossing) and MOVA (Microprocessor Optimised Vehicle Actuation) technology to optimise signal times and a two-lane approach for the Shearwater Avenue junction arm. Following discussions between the applicant and the highway authority a revised scheme was proposed instead focussing on the dualling of the Down End Road approach with both lanes facilitating right turn movements towards the Delme Roundabout. It is considered that these improvements, along with the implementation of MOVA, would successfully mitigate the impact of development traffic on this junction.
- 8.56 The development would also impact on traffic using the Delme roundabout. The applicant has provided details of a potential improvement scheme to the roundabout which Officers consider would successfully mitigate that impact. It is acknowledged however that a wider improvement scheme for the roundabout will likely be required to take account of wider strategic implications, for example the proposed improvements to Junction 10 of the M27 to an 'all-moves junction'. The highway authority have therefore suggested that a contribution should be taken from this development and secured through a Section 106 obligation.
- 8.57 In summary, subject to the applicant entering into a Section 106 agreement to secure the various measures and financial contributions detailed in the Recommendation section of this report, it is not considered the development would have an unacceptable impact on highway safety and the residual cumulative impacts on the road network would not be severe.

8.58 Officers are satisfied that the proposal would not have any unacceptable environmental, amenity or traffic implications in compliance with criteria (v) of DSP40.

d) Other Matters

Affordable Housing

8.59 The proposal includes the provision of 40% affordable housing and Officers have negotiated an appropriate mix of different size and tenure units to meet the identified local need in the area. The proposal therefore complies with the requirements set out in Policy CS18 of the adopted Fareham Borough Core Strategy. The provision of those units would be secured via a Section 106 legal agreement.

Effect upon Local Infrastructure

- 8.60 A number of residents have raised concerns over the effect that 350 further homes would have upon schools, doctors and other services in the area. Officers acknowledge the strength of local concern on these issues.
- 8.61 With regard to schools, Hampshire County Council have identified a need to increase the number of primary school places available within the area in order to meet the needs generated by the development. The comments of the County's Children's Services can be found in full earlier in this report. A financial contribution can be secured through a Section 106 obligation.
- 8.62 In respect of the impact upon doctors/ medical services, the difficulty in obtaining appointments and the increased pressure on local GP surgeries is an issue that is raised regularly in respect of new housing proposals. It is ultimately for the health providers to decide how they deliver health services however Officers do not consider that requesting a financial contribution towards the improvement of GP surgeries would be justified in this instance.

Draft Local Plan

- 8.63 Members will be aware that the Draft Local Plan which addresses the Borough's development requirements up until 2036, was subject to consultation between 25th October 2017 and 8th December 2017.
- 8.64 The site of this planning application is proposed to be allocated for housing within the draft local plan. A number of background documents and assessments support the proposed allocation of the site in terms of its deliverability and sustainability which are of relevance. However, at this stage in the plan preparation process, the draft plan carries limited weight in the assessment and determination of this planning application.

e) The Planning Balance

8.65 Section 38(6) of the Planning and Compulsory Purchase Act 2004 sets out the starting point for the determination of planning applications:

"If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

8.66 Paragraph 11 of the NPPF clarifies the presumption in favour of sustainable development in that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission should be granted unless:

- the application of policies in the Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

8.67 The approach detailed within the preceding paragraph, has become known as the 'tilted balance' in that it tilts the planning balance in favour of sustainable development and against the Development Plan.

8.68 The site is outside of the defined urban settlement boundary and the proposal does not relate to agriculture, forestry, horticulture and required infrastructure. The principle of the proposed development of the site would be contrary to Policies CS2, CS6 and CS14 of the Core Strategy and Policy DSP6 of Local Plan Part 2: Development Sites and Policies Plan.

8.69 Officers have carefully assessed the proposals against Policy DSP40: Housing Allocations which is engaged as this Council cannot demonstrate a 5YHLS. Officers have also given due regard to the updated 5YHLS position report presented to the Planning Committee elsewhere on this agenda and the Government steer in respect of housing delivery.

8.70 In weighing up the material considerations and conflict between policies; the development of a greenfield site weighted against Policy DSP40, Officers have concluded that the proposal is relative in scale to the demonstrated 5YHLS shortfall, located adjacent to the existing urban settlement boundaries such that it can be well integrated with those settlements whilst at the same

time capable of being sensitively designed to reflect the areas existing character and minimising any adverse impact on the Countryside.

- 8.71 It is acknowledged that the proposal would have an urbanising impact through the introduction of housing and related infrastructure onto a site which is at present largely undeveloped. It is further noted that there would be degree of harm to the landscape character of the countryside however that impact would be reduced by the incorporation of landscape or view corridors comprising planted open space extending up to the higher slopes of Portsdown Hill and located between parcels of housing development.
- 8.72 Officers are satisfied that there are no outstanding amenity and environmental issues which cannot otherwise be addressed through planning conditions and obligations. There would not be any unacceptable impact on highway safety and the residual cumulative impact on the road network would not be severe, subject to the range of measures and financial contributions agreed with the developer being secured through appropriate Section 106 obligations. A financial contribution towards education provision is also to be secured through a legal agreement.
- 8.73 Affordable housing as 40% of the units in a mix of appropriate sizes and tenures along with the delivery of onsite open space and play provision can be secured through planning obligations.
- 8.74 In balancing the objectives of adopted policy which seeks to restrict development within the countryside alongside the shortage in housing supply, Officers acknowledge that the proposal could deliver 350 dwellings, including affordable housing, of which 200 could be provided in the short term. The contribution the proposed scheme would make towards boosting the Borough's housing supply is a substantial material consideration, in the light of this Council's current 5YHLS.
- 8.75 There is a conflict with development plan Policy CS14 which ordinarily would result in this proposal being considered unacceptable. Ordinarily CS14 would be the principal policy such that a scheme in the countryside should be refused. However, in light of the Council's lack of a five-year housing land supply, development plan policy DSP40 is engaged and officers have considered the scheme against the criterion therein. The scheme is considered to satisfy the five criteria and in the circumstances Officers consider that more weight should be given to this policy than CS14 such that, on balance, when considered against the development plan as a whole, the scheme should be approved.

8.76 In undertaking a detailed assessment of the proposals throughout this report and applying the 'tilted balance' to those assessments, Officers consider that:

(i) there are no policies within the National Planning Policy Framework that protect areas or assets of particular importance which provide a clear reason for refusing the development proposed, particularly when taking into account that any significant effect upon Special Protection Areas can be mitigated through a financial contribution towards the Solent Recreation Mitigation Strategy; and

(ii) any adverse impacts of granting planning permission would not significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole.

8.77 Having carefully considered all material planning matters, Officers recommend that outline planning permission should be granted subject to the following matters.

9.0 Recommendation

9.1 GRANT OUTLINE PLANNING PERMISSION subject to:

- i) the applicant/owner first entering into a planning obligation under Section 106 of the Town and Country Planning Act 1990 on terms drafted by the Solicitor to the Council in respect of the following:
 - a) To secure the provision and transfer of the areas of open space, including a Neighbourhood Equipped Area of Play (NEAP), to Fareham Borough Council and associated financial contributions for its future maintenance;
 - b) To secure a final contribution totalling £392,821.08 towards the following off-site highways and public rights of way works:
 - i. Mitigation of the impact of development traffic at Delme Roundabout, including provision for Bus Rapid Transit (BRT) - £287,380.08
 - ii. Bus infrastructure improvements on the A27 in the vicinity of the site - £7,500;
 - iii. Implementing A27 safety measures to mitigate the impact of increased pedestrian and cycle movements from the development - £40,000;
 - iv. Pedestrian and cycle audit improvements - £39,461;
 - v. Improvements to Upper Cornaway Lane public right of way - £19,635.

- c) To secure the provision of the following highway improvements to be delivered by the developer through a Section 278 agreement with the highway authority:
- i. Delivery of the site access as detailed in drawing no. ITB12212-GA-014 rev A;
 - ii. Pedestrian improvements to Down End Road bridge as detailed in drawing nos. ITB12212-GA-004 Rev B (reduced width formal footway) or ITB12212-GA-011 Rev B (priority shuttle working);
 - iii. Pedestrian crossing point across A27 as detailed in drawing no. ITB12212-GA-021B;
 - iv. Delivery of the Downend Road/A27 capacity improvements as detailed in drawing no. ITB12212-GA-026.
- d) To secure improvements to Cams Bridge as proposed by planning application reference P/18/0001/OA and subsequent approved reserved matters application (to be completed and made available for use prior to occupation of more than 25 of the dwellings hereby permitted);
- e) To secure pedestrian and cycle access across Cams Bridge and through the site for members of the public in perpetuity;
- f) To secure the implementation of the Framework Travel Plan, a financial contribution towards approval and monitoring of the Travel Plan and provision of a bond or other form of financial surety in respect of the measures within the Travel Plan;
- g) To secure a financial contribution towards the Solent Recreation Mitigation Strategy (SRMS);
- h) To secure a financial contribution towards education provision at a level of £17,971 per primary pupil place;
- i) To secure a financial contribution of £25,000 towards the cost of preparing school travel plans;
- j) To secure the provision of affordable housing on-site at an overall level of 40% and in line with the following size and tenure split:

Affordable/Social rent units (65% of total number of the affordable units) of which:		
Affordable/social rent	4 bed	15%
Affordable/social rent	3 bed	23%
Affordable/social rent	2 bed	17%

Affordable/social rent	1 bed	45%
Intermediate units (35% of total number of the affordable housing units) of which:		
Intermediate units	4 bed	2%
Intermediate units	3 bed	28%
Intermediate units	2 bed	49%
Intermediate units	1 bed	21%

ii) Delegate to the Head of Development Management in consultation with the Solicitor to the Council to make any minor modifications to the proposed conditions or heads of terms or any subsequent minor changes arising out of detailed negotiations with the applicant which may necessitate the modification which may include the variation, addition or deletion of the conditions and heads as drafted to ensure consistency between the two sets of provisions; and

iii) The following planning conditions:

1. No development shall take place until details of the appearance, scale and layout of buildings and the landscaping of the site (hereafter called “the reserved matters”) have been submitted to and approved in writing by the Local Planning Authority.

Application for approval of the reserved matters shall be made to the Local Planning Authority not later than twelve months from the date of this permission.

The development hereby permitted shall be begun before the expiration of two years from the date of this permission, or before the expiration of one year from the date of the approval of the last of the reserved matters to be approved, whichever is later.

REASON: To allow a reasonable time period for work to start, to comply with Section 91 of the Town and Country Planning Act 1990, and to enable the Council to review the position if a fresh application is made after that time.

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

- a) Site Location Plan (drawing number: 2495-01 / SK-017 rev C);
- b) Landscape parameter plan (drawing number: 2495-01 / PS-001 rev C);

- c) Detailed access proposal: site access arrangement – ghost island (drawing number: ITB12212-GA-014 rev A)

REASON: To avoid any doubt over what has been permitted.

- 3. No development shall take place on site until a Development Parcel Plan has been submitted to and approved by the local planning authority in writing. The plan shall identify which phase of development shall relate to which part of the site (referred to as development parcels).

REASON: To allow the development to be carried out in phases and to enable the timely delivery of the development.

- 4. No development hereby permitted shall commence in any development parcel, as shown on the Development Parcel Plan approved pursuant to Condition 3 above, until a Written Scheme of Investigation (WSI) for that development parcel has been submitted to and approved in writing by the Local Planning Authority.

The submitted WSI shall:

- a) recognise, characterise, record and delimit areas of potentially significant Palaeolithic deposits to establish a “Development Exclusion Zone” and an “Area of Restricted Impact” in order to protect areas of potentially national significance from any impact of the development;
- b) recognise, characterise and record Holocene colluvium and negative archaeological features dating from the later prehistoric period onwards in the form of a series of trial trenches located across the whole of the application site.

No development hereby permitted shall commence in any development parcel, as shown on the Development Parcel Plan approved pursuant to Condition 3 above, until an archaeological mitigation strategy for that development parcel, based on the results of the approved WSI has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved mitigation strategy.

Following completion of all archaeological fieldwork a report will be produced setting out and securing appropriate post-excavation assessment, specialist analysis and reports, publication and public engagement. That report shall be submitted to and approved in writing by the local planning authority prior to the occupation of any of the dwellings hereby permitted.

REASON: In order to assess the extent, nature and date of any archaeological deposits that might be present, the impact of the development upon these heritage assets and to secure appropriate mitigation. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid potential adverse impacts.

5. No development hereby permitted shall commence in any development parcel, as shown on the Development Parcel Plan approved pursuant to Condition 3 above, until a detailed surface water drainage strategy for that development parcel has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include the following:
 - a) The detailed design of Sustainable Drainage Systems (SuDS) to be used on the site in accordance with best practice and the CIRIA SuDs Manual (C753) as well as details on the delivery, maintenance and adoption of those SuDS features;
 - b) An assessment of local geology to determine risks to saturating the railway cutting face located to the south of the site, the likely change to rate of water infiltration into the cutting and the adequacy of the current track to accommodate any additional infiltration;
 - c) Identification of any proposed amendments to the principles detailed within the Flood Risk Assessment and Drainage Strategy rev D;
 - d) A summary of surface run-off calculations for rate and volume for pre and post development;
 - e) Evidence of sufficient attenuation on site for a 1 in 100 year plus climate change event;
 - f) Evidence that Urban Creep has been considered in the application and that a 10% increase in impermeable area has been used in calculations to account for this;
 - g) Information evidencing that the correct level of water treatment exists in the system in accordance with the Ciria SuDS Manual C753;
 - h) Maintenance regimes of entire surface water drainage system including individual SuDS features, including a plan illustrating the organisation responsible for each element, evidence that those responsible/adopting bodies are in discussion with the developer and evidence of measures taken to protect and ensure continued operation of drainage features during construction;

The development shall be carried out strictly in accordance with the approved strategy unless otherwise agreed in writing by the local planning authority.

REASON: To ensure satisfactory disposal of surface water from the site; to ensure no adverse effects on the integrity of designated sites for nature conservation purposes. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid potential adverse impacts.

6. No development hereby permitted shall commence in any development parcel, as shown on the Development Parcel Plan approved pursuant to Condition 3 above, until an intrusive site investigation and risk assessment for that development parcel has been carried out, including an assessment of the risks posed to human health, the building fabric and the wider environment such as water resources. Where the site investigation and risk assessment reveal a risk to receptors, no development shall commence until a detailed scheme for remedial works to address these risks and ensure the site is suitable for the proposed use has been submitted to and approved by the local planning authority in writing.

The presence of any unsuspected contamination that becomes evident during the development of the site shall be brought to the attention of the local planning authority. This shall be investigated to assess the risks to human health and the wider environment and a remediation scheme implemented following written approval by the Local Planning Authority. The approved scheme for remediation works shall be fully implemented before the permitted development is first occupied or brought into use.

On completion of the remediation works and prior to the occupation of any properties on the development in that development parcel, the developers and/or their approved agent shall confirm in writing that the works have been completed in full and in accordance with the approved scheme.

REASON: To ensure that any contamination of the site is properly taken into account before development takes place. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid potential adverse impacts.

7. No development hereby permitted shall commence in any development parcel, as shown on the Development Parcel Plan approved pursuant to Condition 3 above, until a Construction Environmental Management Plan (CEMP) for that development parcel has been submitted to and approved in writing by the local planning authority. The submitted CEMP shall include (but shall not necessarily be limited to):
 - a) Details of how provision is to be made on site for the parking and turning of operatives/contractors'/sub-contractors' vehicles and/or construction vehicles;

- b) The measures the developer will implement to ensure that operatives'/contractors/sub-contractors' vehicles and/or construction vehicles are parked within the planning application site;
- c) Arrangements for the routing of lorries and details for construction traffic access to the site;
- d) The arrangements for deliveries associated with all construction works, loading/unloading of plant & materials and restoration of any damage to the highway;
- e) The measures for cleaning the wheels and underside of all vehicles leaving the site;
- f) A scheme for the suppression of any dust arising during construction or clearance works;
- g) The measures for cleaning Down End Road to ensure that it is kept clear of any mud or other debris falling from construction vehicles;
- h) A programme and phasing of the demolition and construction work, including roads, footpaths, landscaping and open space;
- i) Location of temporary site buildings, compounds, construction material, and plant storage areas used during demolition and construction;
- j) Provision for storage, collection, and disposal of rubbish from the development during construction period;
- k) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- l) Temporary lighting;
- m) Protection of pedestrian routes during construction;
- n) No burning on-site;
- o) Scheme of work detailing the extent and type of piling proposed;
- p) A construction-phase drainage system which ensures all surface water passes through three stages of filtration to prevent pollutants from leaving the site;
- q) Safeguards for fuel and chemical storage and use, to ensure no pollution of the surface water leaving the site.

REASON: In the interests of highway safety; To ensure that the occupiers of nearby residential properties are not subjected to unacceptable noise and disturbance during the construction period; In the interests of protecting protected species and their habitat; In the interests of protecting nearby sites of ecological importance from potentially adverse impacts of development. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid potential adverse impacts.

- 8. No development hereby permitted shall commence in any development parcel, as shown on the Development Parcel Plan approved pursuant to Condition 3 above, until a reptile and great crested newt (GCN) mitigation strategy for that development parcel has been submitted to and approved by the local planning authority in writing. The strategy shall include

detailed proposals for the protection of reptiles and GCNs during the construction phase, timings of the works, location of the on-site receptor site, provisions for loss of suitable habitat and enhancement/management measures to ensure the long-term suitability of the receptor site during the operational phase including a planting scheme. The development shall be carried out in accordance with the approved strategy.

REASON: To provide ecological protection and enhancement. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid potential adverse impacts.

9. No development hereby permitted shall commence in any development parcel, as shown on the Development Parcel Plan approved pursuant to Condition 3 above, until details of the internal finished floor levels of all of the proposed buildings for that development parcel and finished external ground levels in relation to the existing and finished ground levels on the site and the adjacent land have been submitted to and approved by the Local Planning Authority in writing. The development shall be carried out in accordance with the approved details.

REASON: To safeguard the character and appearance of the area and in the interests of residential amenity. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid potential adverse impacts.

10. No development hereby permitted shall proceed beyond damp proof course (dpc) level in any development parcel, as shown on the Development Parcel Plan approved pursuant to Condition 3 above, until an Electric Vehicle Charging Strategy has been submitted to and approved by the Local Planning Authority in writing. The strategy shall identify the nature, form and location of electric vehicle charging points that will be provided across that development parcel, including the level of provision for each of the dwellings hereby approved and the specification of the charging points to be provided. The development shall be carried out in accordance with the approved details.

REASON: To promote sustainable modes of transport, to reduce impacts on air quality arising from the use of motorcars and in the interests of addressing climate change.

11. No work relating to the construction of any development hereby permitted (including works of demolition or preparation prior to operations) shall take place before the hours of 08:00 or after 18:00 hours Monday to Friday, before the hours of 08:00 or after 13:00 on Saturdays or at all on Sundays

or recognised public holidays, unless otherwise first agreed in writing with the Local Planning Authority.

REASON: To protect the living conditions of existing residents living nearby.

12. The development shall be carried out in accordance with the measures set out Sections 5.5.3, 5.7.3 and 5.12 in the Ecological Assessment report (Ecosa, October 2017) unless otherwise agreed by the local planning authority in writing.

REASON: To ensure the protection of species that could be adversely affected by the development.

13. The development shall be carried out in accordance with the mitigation measures contained within the submitted Noise & Vibration Impact Assessment (REC Reference: AC102510-1R3) unless otherwise agreed in writing by the local planning authority.

REASON: In order to ensure satisfactory living conditions for future residents.

14. None of the dwellings hereby permitted shall be occupied until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved LEMP (unless otherwise agreed in writing by the local planning authority) which shall include (but shall not necessarily be limited to):

- a) A description, plan and evaluation of ecological features to be retained, created and managed such as grasslands, hedgerows, attenuation ponds and treelines;
- b) Details of a scheme of lighting designed to minimise impacts on wildlife, in particular bats, during the operational life of the development;
- c) A planting scheme for ecology mitigation areas;
- d) A work schedule (including an annual work plan);
- e) The aims and objectives of landscape and ecological management;
- f) Appropriate management options for achieving aims and objectives;
- g) Details of the persons, body or organisation responsible for implementation of the plan;
- h) Details of a scheme of ongoing monitoring and remedial measures where appropriate.

REASON: To ensure appropriate on-going management of new and retained habitats for wildlife and to enhance biodiversity within the site.

15. No dwelling shall be occupied until the Building Regulations Optional requirement of a maximum water use of 110 litres per day has been complied with.

REASON: In the interests of preserving water quality and resources

9.2 INFORMATIVES:

A formal application for connection to the public sewerage system is required in order to service this development, Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk".

10.0 **Background Papers**

P/18/0005/OA

Appendix 1 – Hampshire County Council Highways response dated 29th August 2018



**Hampshire
County Council**

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

*Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055*

www.hants.gov.uk

**Head of Planning Services
Fareham Borough Council
Civic Offices
Civic Way
FAREHAM
Hampshire
PO16 7AZ**

<i>Enquiries to</i>	Chris Hirst	<i>My reference</i>	6/3/10/197 (1607&1740)
<i>Direct Line</i>	01962 846877	<i>Your reference</i>	P/18/0005/OA
<i>Date</i>	29 th August 2018	<i>Email</i>	Chris.Hirst@hants.gov.uk

For the attention of Richard Wright

Dear Sir

P/18/0005/OA – Land East of Downend Road, Fareham. Outline Planning Application With All Matters Reserved (Except The Means Of Access) For Residential Development, Demolition Of Existing Agricultural Buildings And The Construction Of New Buildings Providing Up To 350 Dwellings; The Creation Of New Vehicular Access With Footways And Cycleways; Provision Of Landscaped Communal Amenity Space, Including Children’s Play Space; Creation Of Public Open Space; Together With Associated Highways, Landscaping, Drainage And Utilities.

Thank you for the opportunity to comment on the above application. The application is for a residential development comprising up to 350 dwellings, with vehicular access provided onto Downend Road and improvements to the pedestrian provision along Gams Bridge.

Pre-Application Consultation

Pre-application discussions were previously held with Hampshire County Council (HCC) to discuss the Transport Assessment scoping for the outline application. During these discussions, the site access (in principle), trip rates and the method for ascertaining trip distribution were principally agreed.

Site Location

The site is located north of the Portsmouth to Southampton Railway line, south of the M27 and east of Downend Road, approximately 3km from the centre of Fareham and 2km from Portchester. Vehicular access to the site is proposed through a ghost island junction from Downend Road.

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

The development proposals intend to maintain access to C&C Motors south of the site (across Cams Bridge, planning reference P/18/0001/OA), whilst also improving the bridge to become the main pedestrian access point to the development. Vehicular access to Cams Bridge from the site is to be prevented through the use of staggered barriers.

Site Accessibility

Walking and Cycling

Pedestrian access points to the site are proposed in the following locations:

- To Downend Road at the vehicular site access;
- To 'The Thicket' via Cams Bridge;
- To 'Upper Comaway Lane' via Footpath 117;
- To Lancaster Close via Footpath 117; and
- Cycle access is to be provided at Cams Bridge, Downend Road and to Lancaster Close via Footpath 117.

These proposals are assessed individually below given the distribution of pedestrian trips and potential improvements proposed for all of the routes identified above.

Assignment of Pedestrian and Cycle Trips

To establish which route from the site will be most utilised by pedestrians and cyclists, an appraisal of the 2011 Census Data was used in combination with the 2016 National Travel Survey. This data identifies the destinations of trips which may be generated from the site from existing nearby wards and the mode of travel taken for these trips. Travel behaviour can then be assigned to the proposed development and forecasts on route choice can be made.

The initial appraisal carried out in the Transport Assessment, dated 31st October 2017, stated that Cams Bridge would experience a total 255 walking and cycling trips a day, 51% of the overall pedestrian and cycle trips from the site. At the request of the highway authority, further work was carried out by the applicant as part of a review of the wider walking/cycling strategy for the site, with the findings presented in a Transport Assessment Addendum (20th April 2018). Following this review, updated route demand figures showed the total number of pedestrian and cycling trips increase to 312 equal to 62% of all pedestrian and cycle trips.

Through this further appraisal work pedestrian movements via Downend Road are forecast over a 24 hour period to equal 38 pedestrians movements. Movements via the new site connection to footpath 117 is forecast to take the remaining pedestrian and cycle movements totalling 154.

Pedestrian and Cycle Access Downend Road

Of the 38 pedestrian and cycle trips onto Downend Road 11 are expected to head south and cross over the bridge. The remaining movements are expected to utilise the circular recreational route north of the bridge.

However, despite these forecast figures, the highway authority was concerned with increased pedestrian usage of the bridge in its current state, especially given that Downend Bridge could be considered by pedestrians as a direct route to Cams Hill Secondary School to the south. It is acknowledged by the applicant that current pedestrian provision across the bridge is limited. Footpaths are located both to the north and south of the bridge, but there is no segregated link across it resulting in pedestrians being required to walk in the carriageway. With the significant propensity for this site to generate additional pedestrian trips this is considered to be unacceptable.

Accident data at the site has been reviewed and there have been 1 personal injury accidents reported in the past 15 year period, however this accident did not involve any vulnerable road users.

Following HCC raising concerns regarding the use of the bridge by pedestrians, the applicant provided video footage of pedestrians and vehicles crossing over Downend Bridge to illustrate how they interacted. This footage demonstrated that in its current state, Downend Bridge can accommodate 2 cars passing simultaneously while a pedestrian walks across the short section of carriageway, between the footpaths provided to the north and south. However, with pedestrian usage forecast to increase as a result of this development providing a more formal arrangement for pedestrians would be essential.

To alleviate the highway authority's concerns raised with the current arrangement, three potential improvements have been tabled to improve walking conditions across the bridge. These are shown in drawing numbers ITB12212-GA-003 Rev B, ITB12212-GA-004 Rev B and ITB12212-GA-011 Rev B. A pedestrian island is also proposed south of the access to provide a safe crossing point for pedestrians looking to walk along Downend Road after exiting the site.

To formalise the existing layout, two of the three tabled improvements are considered to be acceptable in principle. The acceptable improvements are shown in drawing numbers ITB12212-GA-004 Rev B and ITB12212-GA-011 Rev B, which look to provide either a formal 2m footway with a priority shuttle working system, or a 1.2m footway with a narrowed carriageway. Further consultation by the applicant on the options however will be required to ensure that the most appropriate and publically acceptable option is taken forward. This should be committed to within the s106 obligations at an appropriate scale to be agreed with the highway authority. The improvements to be implemented should be agreed prior to occupation of the development. The applicant should also be aware that Network Rail will also need to be informed/consulted on any proposed works to the bridge and may require input into the scheme.

Pedestrian and Cycle Access via Cams Bridge

The proposed shared surface through The Thicket south towards the A27 is proposed to be the principle pedestrian and cycle access to the site with 62% of total pedestrian trips. Currently, Cams Bridge provides access to C&C Motors. This access is to be maintained, with the bridge becoming a shared pedestrian/vehicular access.

Cams Bridge is subject to a separate planning application (reference P/18/0001/OA) but is considered alongside this application given its importance as the main pedestrian route to and from the site.

Further information has been provided to clarify that the farm sheds north of C&C motors will not be retained and the bridge does not currently accommodate any HGV movements. Vehicle flows along the bridge are low with vehicular access to the development site blocked via this route. A detailed breakdown of the existing traffic flows were provided at the request of the highways authority to demonstrate the composition of traffic accessing C&C Motors and further confirm the low flows and speeds presented in the Transport Statement. Mean vehicle speeds were recorded as 15.2mph Northbound and 13.9mph southbound with traffic flows totalling 21 movements between 7am and 7pm with only 1 vehicle in the AM and PM peak hours.

It has been set out within the TA that the applicant has been in dialogue with Network Rail and has received an 'in-principle' technical clearance to the outline scheme, subject to the inclusion of increased height parapets (1.8m) and the provision of an area for parking and servicing for the Network Rail equipment.

Discussions regarding the improvement required for Cams Bridge are ongoing. The latest illustrative drawing (ITB12212-GA-023 Rev B) confirms that a 3.5m shared surface can be achieved across the bridge, providing sufficient width for a car to safely pass a pedestrian. To further support safety across part of the route open to vehicle traffic, the highways authority has requested that the detailed design includes small build outs to ensure low vehicle speeds. These features can also be utilised to provide the bollard lighting and would act to provide a safe waiting point for pedestrians in the event a larger vehicle is attempting to cross the bridge.

In order to secure Cams Bridge as the main pedestrian/cycle link from the site, a commitment will be required (and included within the S106 agreement) to enter into a Common Law Dedication which will enable the route to be included on the definitive Public Rights of Way map. This dedication will ensure the longevity of the Bridge as the primary pedestrian/cycle access. As mentioned above, given the Bridge's importance for sustainable access to the site, it is considered that suitable conditions should be placed on this application to ensure that this necessary sustainable travel link is provided in an appropriate timescale to this development.

Pedestrian access via 'Upper Cornaway Lane' and Footpath 117

This route is forecast to take 30% of pedestrians from the site through the north eastern corner of the development towards Northfields Park, eventually connecting to the existing Footpath 117 which provides access south along Upper Cornaway Lane towards Portchester.

To accommodate the forecast increased pedestrian flows, improvements have been tabled in drawing number ITB12212-GA-020. To maintain the rural nature of the route, resurfacing of the footpath is proposed to deliver a 1.8m – 2m 'rural style' path which would remain unlit. These improvements shall be delivered by means of a contribution to be agreed with HCC's Rights of Way Team.

Cycle Access to Lancaster Close

Further to the above, discussions have been held to discuss the improvements for cyclists to Footpath 117 to provide access to Lancaster Close and a safe cycle route from the site to nearby amenities including the railway station and local primary schools.

The internal path within the site shall be provided at a 2.5m width suitable for cycling. It has also been confirmed that there is sufficient width to achieve a short section of shared cycle/footway to connect from the north eastern corner of the site and tie into Lancaster Close.

These improvements are considered acceptable and drawing ITB2212-GA-020 Rev C details these works. It is considered that the HCC Public Right of Way team will be able to carry out all of these improvements to Footpath 117 within the timescales required for the development subject to the funding being provided prior to commencement. Funding for these improvements has been requested directly by the HCC Rights of Way team.

A27 Cycle/Pedestrian Crossing

As part of the development, a cycle/pedestrian uncontrolled crossing (drawing number ITB12212-GA-010) has been proposed south west of The Thicket to enable those using Cams Bridge to safely cross the A27 without having to walk to the existing crossing points either to the east or the west of The Thicket access.

Following an initial review of this proposal, HCC requested that confirmation was provided as to the width of the refuge island, along with an amended swept path analysis. To confirm these points, ITB12212-GA-021 Rev B was submitted, outlining a 2.4m wide island (suitable for pedestrians and cyclists) and demonstrating that all required vehicles can safely negotiate the island when egressing The Thicket or adjacent properties.

It has also been confirmed that the position of the crossing will not conflict with any vehicles egressing nearby properties and the width of the island is now acceptable. This highway improvement should be secured as works for the developer to deliver within the S106 Agreement.

Pedestrian and Cycle Audit

To assist in considering sustainability of walking and cycling facilities, a pedestrian and cycle audit was carried out by the applicant, covering the site and nearby walkable routes. This review has highlighted potential improvements along the routes to improve existing infrastructure, and therefore sustainable travel routes from the site.

Some of the recommendations made by the audit included proposals to improve Downend Bridge, Cams Bridge and Upper Cornaway Lane. These have been assessed separately within this response. Other recommendations involve the provision of dropped kerbs and tactile paving to improve the crossing points along some of the nearby residential roads. A comprehensive plan of all pedestrian improvements associated with the site has been provided in Figure T5, attached to the technical note dated 25th July 2018. This includes the location of the improvements to the main pedestrian/cycle accesses into the site, along with the further crossing point improvements to some of the wider residential roads in the area. The pedestrian and cycle audit improvements should be secured via contribution in a S106 agreement.

Public Transport

The site benefits from three regular commercial bus services (3, F3 and the Solent Ranger X4) all within a maximum 800m walk from the site. Whilst the walking distance is acknowledged to be above the recommended there is not any scope to redirect the services. The frequency of these services varies from every 10 minutes with Route 3, up to every 2 hours with Route F3. These buses provide regular access to Portchester, Fareham, Portsmouth and other commuter locations. This level of frequency makes the service attractive to perspective users and is considered in this case to overcome the additional walking distances. Pedestrians will access the bus stops along the A27 via the improved Cams Bridge link and the crossing facilities on the A27.

It is noted that the bus stops currently provided along the A27 are simple flag poles. Provision of bus shelters could be considered beneficial to encourage usage from the site in providing more attractive waiting facilities. Subject to the direct sustainable access route through Cams Bridge towards the A27, it is considered that current bus provision is acceptable, subject to a contribution for improvements to waiting facilities and towards wider BRT improvements along the A27 corridor in Portchester.

Portchester Rail Station lies roughly 1,500m to the east of the site. Trains run regularly from this station and the larger Fareham Railway Station lies 3km from the site, with a higher train frequency. Overall, Portchester Station sits within the 'reasonable walking distance' identified by the CIHT and Fareham Station within reasonable cycling distance therefore providing a suitable sustainable option of travel from the site.

Personal Injury Accident Data

Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for a five year period, spanning 1st October 2011 through to 30th September 2016.

The summary provided for this data within the TA concludes that there have been no accident patterns identified within the area. The Highway Authority disagrees with this view, given the Road Safety Foundation has identified the route from the Delme Roundabout to the M27 Junction 12 as one of the ten persistently higher risk roads (2009-2011 and 2012-2014). Hampshire County as the lead authority for the route is one of eight local authorities taking part in the Pathfinding Exercise to improve safety along each of the highest risk roads in Britain by considering and treating the whole route with appropriate countermeasures.

To address the safety concerns along the A27, a number of schemes have been identified to improve the safety of all road users along the route. Given the high frequency of accidents along the route, especially for pedal cyclists, it is considered necessary that a contribution should be made by the applicant towards improvements along this route due to the increase in both vehicle movements and additional pedestrian and cycle demand along the A27 as a result of the development.

Vehicular Access

Vehicular access to the site is shown proposed through a ghost island junction on Downend Road, in drawing number ITB12212-GA-014. The vehicle access has been reviewed and is acceptable in principle to the Highway Authority. An emergency access would be provided via Cams Bridge.

Access drawing number ITB12212-GA-014 also details the repositioning of the speed limit sign further north up Downend Road from its existing position close to Downend Bridge. The HCC Traffic Management team have been approached to gauge whether this movement would be welcomed. Given Ellerslie House to the north has an accident history, it has been suggested by HCC that the speed limit is moved further north to also encompass this access. This matter can be concluded within a TRO application at the S278 stage.

Vehicle Trip Generation

The TA presents the proposed vehicular trip generation rates for the development during both the weekday AM and PM Peak Hours, and the daily total. The weekday trip rates have been calculated using the TRICS database of surveyed trip generation from similar sites.

These vehicular trip rates are presented as 0.531 (two way AM peak) and 0.584 (two way PM peak), providing vehicular trips from the site as 186 in the AM and 204 in the PM. These vehicular trip rates are considered acceptable for this development.

Vehicle Trip Distribution

The distribution of residential development traffic is split, with commuting trips accounting for 46% of peak hour trips (identified through the 2011 Census Journey to Work dataset) and the remaining 54% distributed in accordance with a gravity model produced for this development.

The combination of results from the two distribution calculations identified Portsmouth as the main attractor with 17% of all trips, followed by Fareham (15%) and Portchester (10%). Both the Census Journey to Work Data and gravity model results provided are considered reasonable and proportionate.

Traffic Impact on The Ridgeway

Within the TA, the applicant has carried out an assessment of how many additional vehicles are predicted to use The Ridgeway when travelling to or from the development.

The Ridgeway provides direct vehicular access off the A27, providing an alternative vehicular route to Downend Road instead of utilising the A27/Downend Road signalised junction when heading eastbound. The junction with The Ridgeway/A27 does not allow vehicular access from Cams Hill back onto the A27 westbound, meaning the rerouting of traffic could only occur for vehicles heading to the east towards the proposed development. The TA sets out that within the AM and PM peak periods there are forecast a total of 20 trips in the AM peak and 47 in the PM peak which could potentially utilise The Ridgeway.

An ANPR survey was carried out between 7 AM and 7 PM to ascertain how many vehicles currently use The Ridgeway when travelling to Downend Road. This identified a total of 321 movements travelling from the A27 to Downend Road along the Ridgeway within this time period. When compared with the total number of movements from the A27 to Downend Road this equates to 18.2% of the current overall trips between Delme Roundabout and Downend Road utilising this route.

When considering this percentage against the agreed distribution from the site, 4 vehicles are predicted to use The Ridgeway in the AM peak and 9 in the PM peak. The proposed increase in trips along The Ridgeway is therefore not considered to represent a significant increase in demand along this route.

Junction Modelling

The following junctions have been modelled as part of the application:

- Downend Road/Site Access;
- Downend Road/The Thicket;
- A27/ The Thicket and;
- Portsdown Hill/Swivelton Lane.
- A27 Portchester Road/Downend Road/Shearwater Avenue; and
- A27 Portchester Road/Wallington Way/Eastern Way 'Delme Arms' roundabout.

An initial review of the modelling submitted for the above junctions was undertaken and further information was requested from the applicant as a result, including: queue data to validate all of the models, Ordnance Survey mapping for all junctions, drawings for the site access, modelling files for Portsdown Hill/Swivelton Lane and outputs for most scenarios at Portsdown Hill/Swivelton Lane. This information was provided within a Transport Assessment Addendum.

The results of this review confirmed that all the non-signalised junctions are forecast to operate within practical capacity across all approaches in the AM and PM peak. It is worth noting that in the 2016 base, the Portsdown Hill/Swivelton Lane junction is operating close to practical capacity, with an RFC of 0.77 on Swivelton Lane in the AM peak. This Ratio of Flow to Capacity (RFC) increases to 0.81 with a 4-vehicle queue in the 2021 'with development' scenario and to 0.82 and 0.85 in the 2021 'Sensitivity Test' and 2026 'With Development' scenarios respectively. In these scenarios, the maximum queue is 5 vehicles.

The current RFC on Portsdown Hill is 0.71 in the PM peak, increasing to 0.76 in the 2021 'Sensitivity Test'. In the 2026 'With Development' scenarios, the RFC is 0.75 and 0.76 respectively. The increase to the RFC values as a result of development is not considered significant in the context of the National Planning Policy Framework (paragraph 32).

Junction model results have also been reviewed for Downend Road/Site Access, Downend Road/The Thicket and A27/The Thicket. The outcome of this review found the Downend Road/The Thicket junction to be operating with reserve capacity in the 2016 base model during both the AM and PM peak. The maximum RFC observed at this junction was 0.21 in the AM peak. Applying the '2026 with Development' scenario sees a small increase in the RFC value to 0.26.

Both the Downend Road/Site Access and A27/The Thicket junctions where the RFC values are low across all scenarios, and therefore there is forecast to be no operational impacts across all development scenarios.

No improvements are therefore sought by the Highway Authority at these junctions.

Downend Road/A27 Signalised Junction

The Transport Assessment identifies that the Downend Road/A27 signalised junction currently experiences capacity issues in the morning peak period.

In order to mitigate a number of improvements were proposed by the applicant. These included:

- Upgrading the junction operation to MOVA;
- Upgrading the pedestrian crossings to PUFFIN technology; and
- Delivery of a two-lane approach on Shearwater Avenue.

Following consultation on the initial Transport Assessment, these improvements were reviewed by the highway authority which identified a number of concerns with the improvements. These were mainly regarding formalising the existing informal two-lane approach taken by motorists on Shearwater Avenue which would not provide the capacity improvements anticipated. The other issue centred on the amendments to the current form of the controlled crossing and removal of the countdown timers by Cams Hill School, a system recently put in place to help school children safely access the school. HCC are therefore not favourable to changes to the crossing arrangement.

Following discussion on these issues, the applicant agreed to review a new scheme to improve capacity at this junction, centred on the dualling of the Downend Road approach, with both lanes facilitating right turn movements towards Delme Roundabout.

A subsequent plan was submitted (drawing number ITB12212-GA-024) detailing these proposals.

Swept path analyses were submitted for vehicles both entering and exiting Downend Road via the new alignment, demonstrated in drawing number ITB12212-GA-024 Rev A. The tracking shown confirms that the proposed 2 lane approach of Downend Road can accommodate two large cars simultaneously turning right onto the A27 and a large car turning right alongside an articulated vehicle. It was also demonstrated that an articulated vehicle could safely turn left off of the A27 into Downend Road.

Drawing ITB12212-GA-024 Rev A notes a potential location for a secondary signal head on the island at the junction with Shearwater Avenue and a redesign of the yellow box marking in the middle of the junction. Further consideration should be given to both of the above at detailed design.

Following a review of the dualled approach from Downend Road, it is considered that this junction improvement, along with the implementation of MOVA, will successfully mitigate the impact of traffic from this development.

Delme Roundabout

As a consequence of the development impact, a proposed improvement scheme has been put forward by the applicant (shown in drawing number ITB12212-GA-006 Rev B) to provide the following improvements to Delme Roundabout:

- Signalisation of the A27 Cams Hill approach;
- Widening of the southern circulatory to create a third circulatory lane;
- Signalisation of A32 Wallington Way; and
- Widening of the northern circulatory to create a secondary ahead lane.

Whilst a wider improvement scheme for Delme Roundabout is required which takes account of the wider strategic context of the area (future network improvements at M27 junction 10 and Stubbington) it is acknowledged that the improvement scheme proposed as part of this development is of an appropriate scale to mitigate the impact of this development. The highway authority therefore considers that a contribution should be taken from this proposed development and used towards a future improvement scheme for Delme Roundabout to offset development traffic from the Downend Road site and further developments in the local area. The contribution value is to be determined and will be agreed as part of the S106 negotiations.

Travel Plan

An initial travel plan was submitted and reviewed by the highway authority. The travel plan failed to meet the minimum standards set out in HCC's "A guide to development related travel plans". A list of outstanding comments was sent to the applicant to address and provide a revised travel plan covering these matters.

An updated travel plan has since been provided and reviewed, with a cover sheet named 'FTP Comments Log' submitted detailing the changes made. The included improvements address the initial comments made and therefore make the travel plan acceptable. At the time of the reserved matters stage, the Framework Travel Plan submitted will need to be closely observed to ensure that all the measures concerning the design and layout are adequately covered.

Recommendation

Following ongoing discussions with the applicant, the primary areas of concern regarding the highway have now been suitably addressed. Therefore, the highway authority raises no objection to this application, subject to the following conditions and obligations:

Conditions

- A Construction Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

In the interests of highway safety

Obligations

- A contribution towards the following:
 - Mitigating the impact of development traffic at Delme Roundabout including provision for BRT;
 - Bus infrastructure improvements on the A27 in the vicinity of the site;
 - Implementing A27 safety measures to mitigate the impact of increased pedestrian and cycle movements from the development; and
 - Pedestrian and cycle audit improvements detailed in figure T5.
- Public consultation on the proposed improvements to the Downend Road bridge (detailed in drawing numbers ITB12212-GA-004 Rev B and ITB12212-GA-011) and delivery of the preferred scheme;
- Commitment to enter into a Common Law Dedication to secure Cams Bridge as a Public Right of Way footpath;
- Improvements to Cams Bridge as detailed in drawing number ITB12212-GA-023 Rev B;
- Provision of the crossing point detailed in drawing number ITB12212-GA-010 across the A27;
- Delivery of the site access as detailed in drawing number ITB12212-GA-014;
- Improvement to Upper Cornaway Lane as detailed in drawing number ITB12212-GA-020;
- Delivery of the Downend Road/A27 capacity improvements through a S278 agreement with the highway authority;
- Payment (by developer) of HCC fees in respect of approval (£3,000) and monitoring (£15,000) of the Framework Travel Plan prior to commencement; and
- Provision of a bond, or other form of financial surety, in respect of the measures within the Travel Plan.

I trust the above is clear, but should you wish to discuss any of the above further, please do not hesitate to contact Chris Hirst on the number above.

Yours Faithfully,

Stuart Morton
Team Leader – Highways Development Planning

Cc – David McMahon – Fareham Borough Council

Appendix 2 – Hampshire County Council Highways further comments 12th March 2019

We have reviewed document reference TW/RS/ITB12212-036b and can confirm that the content reflects the position of the Highway Authority.

Options 4 and 5 were specifically tabled and comments made to the applicant which are accurately reflected within the document from I-Transport. For your benefit I shall elaborate on the safety concerns in relation to option 5.

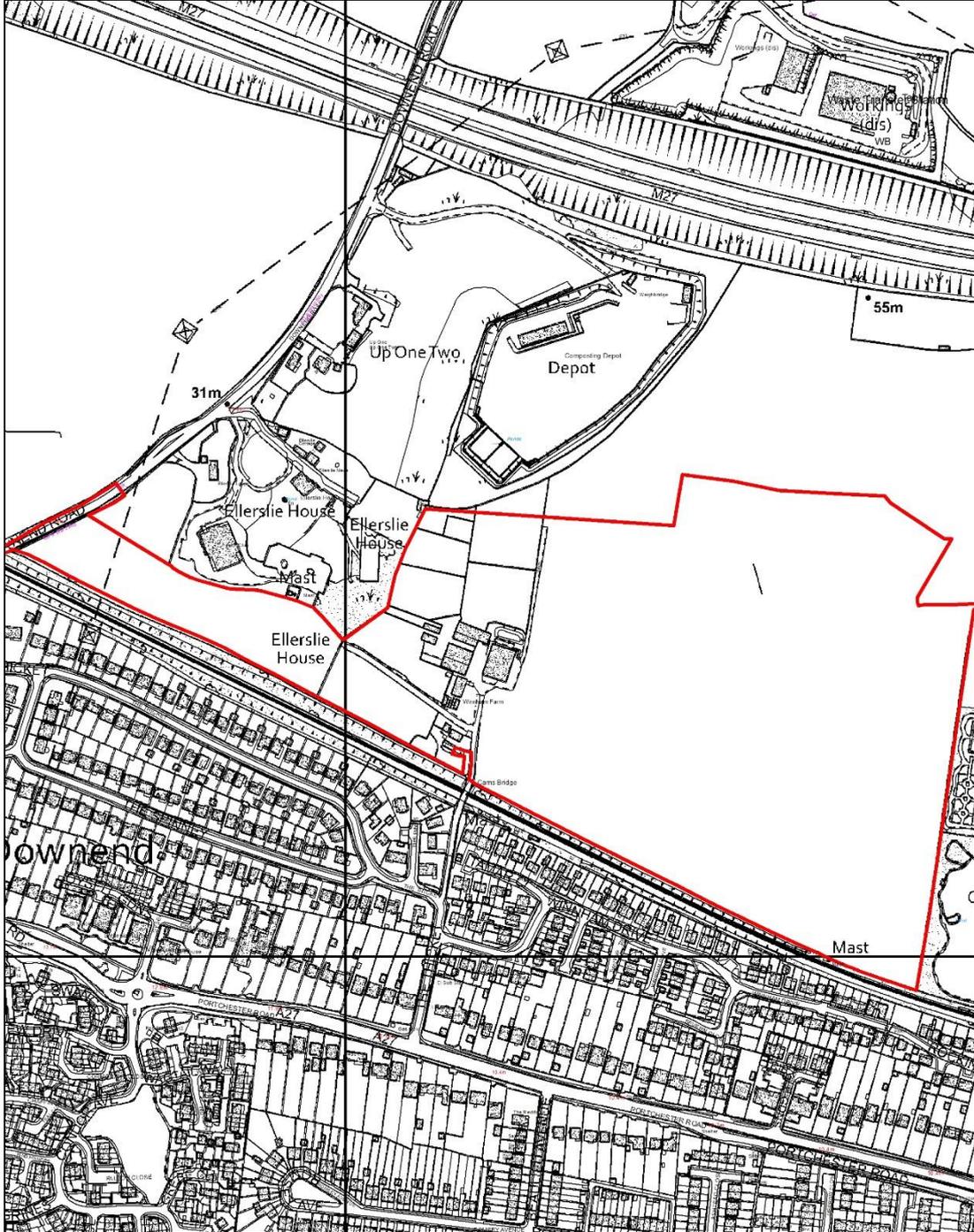
The scheme was reviewed by our Traffic Signals scheme who have detailed knowledge of existing similar arrangements. The fundamental difference however is that these arrangements all work on a 24 hour shuttle working basis (each direction getting a green light whilst the other direction is held on red) with the pedestrians phase holding all traffic on red to cross being part of the shuttle working arrangement. This layout would therefore be a unique arrangement where unless a pedestrian requested for traffic to be stopped the signals would always be on green in both directions, and both held on red when a pedestrians demand was made. On review of the proposal a number of safety concerns were highlighted which include the following:

1. At all other signalised rail bridge sites in Hampshire, traffic is controlled separately on each approach arm giving drivers alternate right of way in each direction through the signals . As such drivers unfamiliar with the site may not expect opposing vehicles to be on the bridge at the same time (both directions on a green signal). This situation is exacerbated by the carriageway width on the bridge which in this controlled situation would encourage drivers to take a more central position in the carriageway. Consequently vehicles may meet each other on the bridge. Where a vehicle needed to take evasive action, drivers may steer their vehicles towards the bridge parapets, particularly if they felt that they were unable to stop in time.
2. With good visibility across the bridge drivers would approach and travel through without reducing their speeds. The southbound direction has a long downhill gradient on approach to the signals which combined with a green signal could see vehicle speeds increase. The presence of speed, particularly in the southbound direction, adds to the risk of bridge strikes occurring.
3. The low pedestrian flows would mean the signals were called infrequently increasing the chances of confusion regarding the layout as regular users are unlikely to become familiar with the suggested operation.

The Highway Authority are therefore satisfied that the position set out within our planning response dated 29th August remains unchanged.

FAREHAM

BOROUGH COUNCIL



Land to East of Down End Road
Scale 1:1250



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Agenda Item 7(7)

OFFICER REPORT FOR COMMITTEE

DATE: 24/04/2019

P/19/0297/TO
CHAMBERS SOUTHERN Ltd

HILL HEAD
AGENT: Mr N J TROWELL

FELL ONE WILLOW & ONE NORWAY MAPLE; CROWN LIFT AND THIN BY 20%, THREE NORWAY MAPLES AND THREE HORSE CHESTNUTS SUBJECT TO TREE PRESERVATION ORDER 751

SPRINGFIELD WAY OPEN SPACE, HILL HEAD

Report By

Paul Johnston – Tel. 01329 824451

1.0 Introduction

1.1 This application is being reported to the Planning Committee in light of the number of representations received and the Officer's recommendation to consent part of the works.

2.0 Site Description

2.1 The application trees are situated on an area of public open space between Springfield Way and Dallington Close, Hill Head.

3.0 Description of Proposal

3.1 One Willow & one Norway Maple tree– Fell.
Three Norway Maple and three Horse Chestnut trees - Crown lift to 3 metres above ground level and crown thin by 20%.

4.0 Relevant Planning History

4.1 The trees have been historically managed by the Council and this is the first application under TPO 751, which was confirmed on 14 November 2018.

5.0 Representations

5.1 Forty representations have been received objecting to the proposed tree works on the following grounds

- The trees are protected.
- The Council has always looked after them properly.
- The reason for pruning and removing the trees are not clear.
- The trees are important and valued by the community.
- Fears there is an ulterior motive to develop the land.
- There are no grounds for these tree works.

6.0 Planning Considerations

- 6.1 The application trees are situated on an area of privately owned public open space, which is maintained by this Council. The trees fall under the Council's proactive tree inspection and maintenance programme – the trees were last inspected in 2016. The trees were inspected again on 4th April 2019 following the submission of this application for tree works.
- 6.2 Several of the trees are situated adjacent to residential roads and one horse chestnut, the largest tree on the site, is situated adjacent to a residential property (18 Dallington Close). None of the application trees were observed to have any significant defects or abnormalities that would give rise to concerns over their safety in terms of an abnormal risk that they may break or fall.
- 6.3 The applicant has arranged for and submitted a tree survey, which has been undertaken in accordance with the British Standard 5837: Trees in relation to design demolition and construction – Recommendations.
- 6.4 Officers do not disagree with the findings of the tree survey in terms of the assessment of the condition of each tree. However, the trees are situated on public open space under the Council's management and none of the recommended works are proposed on the grounds of any tree posing an unacceptable risk to the public.
- 6.5 Officers do not consider the willow and maple to be in a dangerous condition. Officers conclude that the evidence available is not sufficient to demonstrate they pose an unacceptable hazard which justifies their removal. The loss of these trees would unacceptably impact upon the amenity of the area.
- 6.6 The recommendation to crown thin the trees by an unquantified 20% will result in the removal of a significant proportion of the live foliage bearing branches. Officers consider this work cannot be justified on arboricultural grounds, particularly given the trees location.
- 6.7 Where the excessive pruning of a protected tree would substantially reduce its amenity value, Officers will normally recommend that consent is withheld unless other compelling grounds are put forward which outweigh the harm. No evidence has been submitted with the application to suggest that the trees are unsound or otherwise unhealthy. On this basis Officer consider a 20% thinning of the trees is unacceptable.

- 6.8 The recommendation to raise the crowns of the trees to 3 metres above ground level by removing small diameter branches is not unreasonable in the circumstances and will not be detrimental to the health or appearance of the trees.
- 6.9 Officers have carefully considered the applicant's submission and the representations received from local residents. Officers consider that the proposed felling of two trees and 20% thinning of the remaining trees would be harmful to public amenity and should be refused. The crowning raising of the trees would be acceptable in terms of both the health and appearance of the trees.

7.0 Recommendation

PART CONSENT / PART REFUSE:

7.1 CONSENT:

Three Norway maple trees and Three horse chestnut trees - Crown lift to 3 metres above ground level.

Subject to the following condition:

1. The works shall be carried out within 2 years and in accordance with the British Standard 3998: Tree Work - Recommendations.

REASON: To ensure the works are carried to an appropriate standard.

7.2 REFUSE:

One willow & one Norway maple trees– Fell to ground level.
Three Norway maple and three horse chestnut trees - Crown thin by 20%.

On the basis of the submitted arboricultural evidence, the Local Planning Authority considers that the felling of these two trees is not justified, and that the crown thinning represents poor arboricultural practice contrary to the British standards BS3998: Tree Work - Recommendations. The proposed works would therefore be harmful to the visual amenity of the area and the thinning works would further be harmful to the health of the trees.



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TOWN & COUNTRY PLANNING ACT 1990
FAREHAM BOROUGH COUNCIL TREE PRESERVATION ORDER NUMBER 751
 SPRINGFIELD WAY OPEN SPACE, HILL HEAD

FAREHAM
 BOROUGH COUNCIL

Title: FTPO 751
 Date: 23 August 2018

Ref: 1
 Scale: 1:1,000

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Agenda Item 7(8)

PLANNING APPEALS

The following list details the current situation regarding new and outstanding planning appeals and decisions.

CURRENT	P/17/0681/OA Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	PUBLIC INQUIRY Foreman Homes Ltd. Land East of Posbrook Lane Titchfield Fareham Hampshire Committee REFUSE REFUSE 20 April 2018 AGAINST REFUSAL OUTLINE PLANNING APPLICATION FOR SCOUT HUT, UP TO 150 DWELLINGS, COMMUNITY GARDEN, ASSOCIATED LANDSCAPING, AMENITY AREAS AND A MEANS OF ACCESS FROM POSBROOK LANE
CURRENT	P/17/0841/FP Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	HEARING Mr Jason Smitherman Land to the east of Furze Court Wickham Road Fareham Committee REFUSE REFUSE 10 April 2019 AGAINST REFUSAL Construction of 12 dwellings together with associated access, car parking, drainage and landscaping
CURRENT	P/17/1514/FP Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	WRITTEN REPS Mrs Anita Barney Land to the rear of 77 Burr ridge Road Burr ridge SOUTHAMPTON Committee REFUSE REFUSE 10 April 2019 AGAINST REFUSAL 1no. Four bedroom detached dwelling and garage
CURRENT	P/18/0122/FP Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	WRITTEN REPS Mr P Robinson 30 Fern Way Fareham Officer Delegated Powers REFUSE 5 December 2018 AGAINST REFUSAL Erection of Detached 3-Bed Dwelling within Landscape Buffer
CURRENT	P/18/0376/FP	WRITTEN REPS

Appellant: **Mr Patrick Reilly**
Site: Land to the rear of September Cottage Brook Avenue Warsash
Decision Maker: Committee
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 11 January 2019
Reason for Appeal: **AGAINST REFUSAL**
Four detached dwellings with associated garages, parking and landscaping following the demolition of existing industrial and storage buildings

CURRENT **P/18/0626/FP** **HH APPEAL SERVICE**
Appellant: **Mrs Batchelor**
Site: 225 Brook Lane Sarisbury Green Southampton
Decision Maker: Officer Delegated Powers
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 30 January 2019
Reason for Appeal: **AGAINST REFUSAL**
A rear single storey extension.
First floor extension over existing garage space.
Also, remodel of the exterior appearance (render and cladding).

CURRENT **P/18/0671/OA** **WRITTEN REPS**
Appellant: **Mr Frank Milner**
Site: 113 & 115 Newtown Road Warsash Southampton
Decision Maker: Officer Delegated Powers
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 11 February 2019
Reason for Appeal: **AGAINST REFUSAL**
Erection of Detached Dwelling to Rear of 113-115 Newtown Road

CURRENT **P/18/0731/FP** **WRITTEN REPS**
Appellant: **Ms Jane Conway**
Site: 5 Warsash Court Havelock Road Warsash Southampton
Decision Maker: Officer Delegated Powers
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 8 January 2019
Reason for Appeal: **AGAINST REFUSAL**
Replace existing velux window with a velux double balcony terrace window

CURRENT **P/18/0869/OA** **WRITTEN REPS**
Appellant: **MR D WARD**
Site: 39-41 HOME RULE ROAD LOCKS HEATH SOUTHAMPTON
Decision Maker: Officer Delegated Powers
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 7 February 2019
Reason for Appeal: **AGAINST REFUSAL**

Outline application with all matters reserved (except access and layout) for the provision of 1no. dwelling to rear of 39 & 41 home rule road with access from Chancel Road

CURRENT	P/18/1007/FP Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	WRITTEN REPS Mr R & Mrs K Cornish 46 Arundel Drive Fareham Officer Delegated Powers REFUSE REFUSE 29 January 2019 AGAINST REFUSAL Three Bedroom Detached House Adjacent To Existing House (alternative proposal to P/18/0227/FP) DISMISSED 5 April 2019
CURRENT	P/18/1093/TO Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	HH APPEAL SERVICE Mr Norman Matthew 9 Rannoch Close Fareham Officer Delegated Powers REFUSE REFUSE 12 November 2018 AGAINST REFUSAL Fell one oak protected by TPO 10(W1).
CURRENT	P/18/1412/FP Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	WRITTEN REPS P J Developments Ltd 93 Longmynd Drive Fareham Officer Delegated Powers REFUSE 3 April 2019 AGAINST REFUSAL Conversion of Semi-Detached Dwelling to Form Two 1-Bed Flats & Erection of One 2-Bed Dwelling