

# FAREHAM

BOROUGH COUNCIL

## AGENDA PLANNING COMMITTEE

**Date:** Wednesday, 18 November 2020

**Time:** 2.30 pm

**Venue:** Microsoft Teams Virtual Meeting

**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  
L Keeble  
R H Price, JP

**Deputies:** K A Barton  
J S Forrest  
Mrs C L A Hockley  
Mrs K Mandry  
Mrs K K Trott



**1. Apologies for Absence**

**2. Minutes of Previous Meeting (Pages 1 - 5)**

To confirm as a correct record the minutes of the Planning Committee meeting held on 14 October 2020.

**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. Planning applications and Miscellaneous Matters including an update on Planning Appeals (Page 6)**

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/19/0183/FP - 403 HUNTS POND ROAD FAREHAM PO14 4PA** (Pages 8 - 27)

(2) **P/200702/FP - FORMER SCOUT HUT MONTEFIORE DRIVE SARISBURY GREEN SO31 7NL** (Pages 28 - 44)

**ZONE 2 - FAREHAM**

**ZONE 3 - EASTERN WARDS**

(3) **P/20/0912/OA - LAND TO THE EAST OF DOWNEND ROAD FAREHAM** (Pages 48 - 96)

(4) **P/20/1040/FP - 5 KELVIN GROVE PORTCHESTER PO16 8LQ** (Pages 97 - 102)

(5) **Planning Appeals** (Pages 103 - 106)



P GRIMWOOD  
Chief Executive Officer

Civic Offices  
[www.fareham.gov.uk](http://www.fareham.gov.uk)  
10 November 2020

**For further information please contact:  
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# FAREHAM

BOROUGH COUNCIL

## Minutes of the Planning Committee

(to be confirmed at the next meeting)

**Date:** Wednesday, 14 October 2020

**Venue:** Microsoft Teams Virtual Meeting

**PRESENT:**

Councillor N J Walker (Chairman)

Councillor I Bastable (Vice-Chairman)

**Councillors:** T M Cartwright, MBE, P J Davies, K D Evans, M J Ford, JP,  
L Keeble, R H Price, JP and Mrs K Mandry (deputising for F  
Birkett)

**Also  
Present:**





**1. APOLOGIES FOR ABSENCE**

An apology for absence was received from Councillor F Birkett.

**2. MINUTES OF PREVIOUS MEETING**

RESOLVED that subject to the following amendments:

Item 4 reworded to:

*'In accordance with Standing Orders and the Council's Code of Conduct the following Councillors declared the following interests on the items identified:-*

*Councillor N J Walker declared a Personal Interest in items 6 (4) and 6 (5) – 84 Merton Avenue, as the applicant is known to him.*

*Councillor R H Price, JP declared a Personal Interest in Items 6 (4) and 6 (5) – 84 Merton Avenue, as he had previously employed the applicant to undertake some work on his property.'*

Item 6 (3) to have the following wording removed:

*'Councillor Walker declared a Personal Interest in this item as the applicant is known to him.*

*Councillor R H Price, JP declared a Personal Interest in this item as he had previously employed the applicant to undertake some work on his property.'*

Items 6 (4) and 6 (5) to have the following wording added:

*'Councillor Walker declared a Personal Interest in this item as the applicant is known to him.*

*Councillor R H Price, JP declared a Personal Interest in this item as he had previously employed the applicant to undertake some work on his property.'*

the minutes of the Planning Committee held on 16 September 2020 be confirmed and signed as a correct record.

**3. CHAIRMAN'S ANNOUNCEMENTS**

The Chairman used the Chairman's announcements to inform the Committee how he intended to run the Virtual Planning Committee meeting.

**4. DECLARATIONS OF INTEREST**

There were no declarations of interest made at this meeting.

**5. DEPUTATIONS**

The Committee received a deputation from the following in respect of the applications indicated and were thanked accordingly.

Name	Spokesperson	Subject	Supporting or	Minute No/ Application	Dep Format
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	representing the persons listed		Opposing the Application	No/Page No	
<b>ZONE 1 – 2.30pm</b>					
Mr I Johnson (Agent)		EYERSDOWN FARM QUARANTINE KENNELS 285 BOTLEY ROAD SO31 1ZJ – DEMOLITION OF AGRICULTURAL BUILDINGS AND ERECTION OF UP TO 38 DWELLINGS WITH ASSOCIATED LANDSCAPING AND ACCESS	<b>Supporting</b>	7 (1) P/20/0506/OA Pg 40	<b>Written</b>
Mr & Mrs Holt		-Ditto-	<b>Opposing</b>	-Ditto-	<b>Video</b>
<b>ZONE 2 – 2.30pm</b>					
<b>ZONE 3 – 2.30pm</b>					

## 6. LOCAL INFORMATION REQUIREMENTS

The Committee received a report by the Director of Planning and Regeneration on the proposed changes to the Fareham Borough Council Local Information Requirements.

RESOLVED that the Committee AGREES the proposed changes to the Fareham Borough Council's Local Information Requirements for public consultation.

## 7. PLANNING APPLICATIONS AND MISCELLANEOUS MATTERS INCLUDING AN UPDATE ON PLANNING APPEALS

The Committee noted a report by the Director of Planning and Regeneration on the development control matters, including information regarding new appeals and decisions.

### (1) P/20/0506/OA - LAND AT EYERSDOWN FARM QUARANTINE KENNELS 285 BOTLEY ROAD SO31 1ZJ

The Committee received the deputations referred to in Minute 5 above.

Upon being proposed and seconded, the officer recommendation to refuse planning permission, was voted on and CARRIED.  
(Voting: 9 in favour; 0 against)

RESOLVED that PLANNING PERMISSION be REFUSED.

Reasons for Refusal

The development is contrary to Policies CS2, CS4, CS6, CS14, CS16, CS17 & CS18 of the Adopted Fareham Borough Core Strategy 2011 and Policies DSP6, DSP13, DSP15 & DSP40 of the Adopted Local Plan Part 2: Development Sites and Policies Plan,

And Paragraphs 170 & 175 of the National Planning Policy Framework (NPPF), and is unacceptable in that:

- a) The provision of residential development this location would be contrary to adopted Local Plan policies which seek to prevent additional residential development in the countryside;
- b) The application site is not sustainably located adjacent to, well related to or well integrated with the existing urban settlement boundaries;
- c) The proposal fails to demonstrate that the development could be accommodated on the site in a way that minimises the impact of the development and without adversely affecting the landscape character and appearance of the countryside;
- d) The proposal would have likely adverse effects on the integrity of European Protected Sites in combination with other developments due to the additional generation of nutrients entering the water environment and the lack of appropriate and appropriately secure mitigation;
- e) In the absence of sufficient information, the proposal fails to provide satisfactory mitigation for the impact of the development on reptiles known to be present on the site;
- f) In the absence of sufficient information, it is considered that the proposal will result in a net loss in biodiversity contrary to national planning policy which requires a net gain in biodiversity;
- g) In the absence of a legal agreement to secure such, the proposal fails to make on-site provision of affordable housing at a level in accordance with the requirements of the local plan; and
- h) 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 increase in residential units on the site would cause through increased recreational disturbance on the Solent Coastal Special Protection Areas.

Notes for Information:

Had it not been for the overriding reasons for refusal to the proposal, the Local Planning Authority would have sought to address points g) – h) above by inviting the applicant to enter into a legal agreement with Fareham Borough Council under Section 106 of the Town & Country Planning Act 1990.

## **8. PLANNING APPEALS**

The Committee noted the information in the report.

(The meeting started at 2.30 pm  
and ended at 3.32 pm).

# FAREHAM

BOROUGH COUNCIL

## Report to Planning Committee

**Date:** 18 November 2020

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

**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**

All planning applications will be heard from 2.30pm onwards.

<p><b>ZONE 1 – WESTERN WARDS</b></p> <p><b>Park Gate</b></p> <p><b>Titchfield</b></p> <p><b>Sarisbury</b></p> <p><b>Locks Heath</b></p> <p><b>Warsash</b></p> <p><b>Titchfield Common</b></p>
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REFERENCE NUMBER & WARD	SITE ADDRESS & PROPOSAL	ITEM NUMBER & RECOMMENDATION
P/19/0183/FP	403 HUNTS POND ROAD FAREHAM PO14 4PA	1
TITCHFIELD COMMON	RESIDENTIAL DEVELOPMENT OF 16 HOUSES, TOGETHER WITH ACCESS ROAD, LANDSCAPING AND PARKING	PERMISSION
P/20/0702/FP  PARK GATE	FORMER SCOUT HUT MONTEFIORE DRIVE SARISBURY GREEN SOUTHAMPTON SO31 7NL  TWO STOREY BUILDING TO ACCOMMODATE 4 NO. 2 BED FLATS AND 5 NO. 1 BED FLATS. INSTALLATION OF AERIAL AND DISH TO WEST ELEVATION TO ALLOW FOR THE REMOVAL OF THE EXISTING LATTICE MAST AERIAL IN THE SOUTH WEST CORNER.	2  PERMISSION

# Agenda Item 6(1)

## OFFICER REPORT FOR COMMITTEE

DATE: 18/11/2020

P/19/0183/FP  
IMPERIAL HOMES SOUTHERN LTD

TITCHFIELD COMMON WARD  
AGENT: SENNITT PLANNING

RESIDENTIAL DEVELOPMENT OF 16 HOUSES, TOGETHER WITH ACCESS ROAD, LANDSCAPING AND PARKING

LAND REAR OF 403 HUNTS POND ROAD, LOCKS HEATH

### ***Report By***

Peter Kneen – direct dial: 01239 824363

### **1.0 Introduction**

- 1.1 The application has received fifteen third party representations of objection.
- 1.2 Members will note from the 'Five Year Housing Land Supply Position' report considered at the June 2020 Planning Committee that this Council currently has a housing land supply of 4.03 years. The site is a Housing Allocation (Housing Site H9) within the Adopted Local Plan, and therefore the principle of the residential development of the site has already been established.
- 1.3 To meet the Council's duty as the Competent Authority under the Conservation of Habitats and Species Regulations 2017 ("the Habitat Regulations"), an Appropriate Assessment is required to consider the effect of the development on the protected sites around the Solent. An Appropriate Assessment has been undertaken as part of the consideration of this application, and concluded that the development proposal will not have an adverse effect on the integrity of the protected sites around the Solent. Further details of this have been set out in the following report.

### **2.0 Site Description**

- 2.1 The application site is located on the eastern side of Hunts Pond Road, towards its southern end, close to the roundabout with Warsash Road. The site would be accessed via Noble Road, the modern housing development to the north of the site. The site is bounded by residential development to the north, south and west, and forms the final element of an existing, adopted housing allocation from the Adopted Part 2 Local Plan.
- 2.2 The site is currently used as paddocks for the grazing of horses and includes a manège. To the east of the site lies The Wilderness Site of Importance for Nature Conservation (SINC), which runs north – south along the western side of Warsash Road. The SINC also comprises significant electric pylons.

2.3 The site is located within the Western Wards. The Western Wards comprise a wide range of services and facilities, including schools, employment, retail and leisure facilities. The Western Wards are well connected to public transport with bus services along Warsash Road and Hunts Pond Road, connecting the site to the rest of the Western Wards and to Fareham.

### **3.0 Description of Proposal**

3.1 The development proposes the construction of 16 dwellings, comprising a mix of two, three and four bedroom houses, all of which would be provided as affordable houses. Since the original planning application was submitted, the scheme has been re-designed to address considerable Officer and third-party concerns with the original layout.

3.2 The re-designed layout included the re-siting of the estate road, in order to address concerns of overlooking and the impact of an access road running immediately adjacent to neighbours' gardens. The revised layout includes a centrally located road, ensuring vehicle movements are kept away from neighbouring occupiers. An area to the eastern end of the site, within the exclusion area of the electricity pylons, would be converted to a natural habitat to support the adjacent SINC, whilst also containing a balancing pond to address surface water disposal.

3.3 Each of the properties comprises car parking spaces to accord with the adopted parking standards, together with a provision of visitors' spaces. The application has been supported with detailed ecological reports, a transport assessment, statement of community involvement, flood risk assessment and drainage strategy and an air quality ecological impact assessment, together with a detailed planning statement.

### **4.0 Policies**

4.1 The following policies apply to this application:

#### **Adopted Fareham Borough Core Strategy**

CS2:	Housing Provision;
CS4:	Green Infrastructure, Biodiversity and Geological Conservation;
CS5:	Transport Strategy and Infrastructure;
CS6:	The Development Strategy;
CS9:	Development in the Western Wards and Whiteley;
CS15:	Sustainable Development and Climate Change;
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;  
DSP5: Protecting and Enhancing the Historic Environment;  
DSP13: Nature Conservation;  
DSP15: Recreational Disturbance on the Solent Special Protection Areas;  
Housing Site H9: Land to the rear of 399-417 Hunts Pond Road

### **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 No recent relevant planning history regarding the site. It is important to highlight however that the site represents the final element of the allocated housing site (Housing Site H9) of the adopted Part 2 Local Plan. The housing allocation identified the site as having a potential capacity of approximately 20 dwellings. Two earlier applications on land to the south of the site have already been built out and comprise 16 dwellings between them (6 dwellings on the southern part of the allocation, and 10 dwellings on the central part of the allocation). The two earlier developments have separate access points directly onto Hunts Pond Road.

## **6.0 *Representations***

- 6.1 Fifteen third party representations of objection have been received to the planning application. Of the 15 received, 12 related to the original planning application submission, and 3 further letters of objection were received to the revised layout. The objections received raise the following concerns:

- Disruption during the construction period;
- Loss of a greenfield site;
- Car parking issues would be exacerbated by the proposals;
- Loss of privacy;
- Removal of hedges within the boundaries to the site;
- Light pollution to existing residential properties;
- Poor layout and design;
- Highway safety concerns;
- Three storey houses would result in excessive overlooking;
- Flood risk and drainage issues;

- Loss of habitat/ecology/biodiversity;
- Overshadowing;
- Noise pollution;
- Pressure on local services and infrastructure;
- No green spaces being provided; and,
- Loss of protected trees in the site.

## **7.0 Consultations**

### EXTERNAL

#### **Hampshire County Council – Highway Authority**

7.1 No objection, subject to appropriate conditions.

#### **Hampshire Country Council – Lead Local Flood Authority**

7.2 No objection, subject to conditions.

#### **Hampshire County Archaeologist**

7.3 No objection.

#### **Southern Water**

7.4 Proposed foul sewerage drainage is not acceptable as not designed to adoptable standards. If the applicant or developer proposes to offer a new on-site foul sewerage pumping station for adoption as part of the public foul sewerage system, this would have to be designed and constructed to adoptable standards and specification of Southern Water Ltd. Subject to this being provided, no objection. Condition requiring the information to be provided, in consultation with Southern Water would need to be included.

#### **Natural England**

7.5 Further information required to assess the impact of the development on the protected sites around the Solent. No objection to recreational disturbance of the Solent, subject to mitigation. Biodiversity enhancement – no objection subject to mitigation. Appropriate buffers to the adjacent Kites Croft LNR and The Wilderness SINC would need to be secured.

#### **Hampshire Fire and Rescue Services**

7.6 No objection. Building must be undertaken in full compliance with the latest building regulations.

### INTERNAL

### **Ecology**

7.7 No objection, subject to appropriate conditions.

### **Refuse and Recycling**

7.8 No objection, subject to appropriate sweep path plan for refuse vehicles being provided.

### **Open Spaces Manager**

7.9 No objection. FBC would not want to take on responsibility for any open spaces on the site however.

### **Environmental Health (Contaminated Land)**

7.10 No objection. Recommend informative.

### **Environmental Health (Noise and Pollution)**

7.11 No objection.

### **Tree Officer**

7.12 No objection. Detailed landscaping and tree planting scheme required.

### **Affordable Housing Officer**

7.13 No objection to suitably worded condition to ensure the supply of the policy compliant level of affordable housing.

### **Transport Planner**

7.14 No objection, subject to conditions.

## **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 Development;
- b) Design and Layout;
- c) Impact on Living Conditions of Neighbours;
- d) Ecology and the Environment;
- e) Highways and Car Parking;
- f) Affordable Housing.

### **a) Principle of Development**

- 8.2 The application site forms part of the adopted Housing Allocation within the Adopted Part 2 Local Plan (Development Sites and Policies) 2015. Therefore, the principle of residential development on the site has been considered and established through the last Local Plan review and was subsequently allocated as Housing Site H9. The site, which formed part of a wider development area to the south has already been largely built out, with two earlier applications having already been constructed, providing 16 new dwellings within the H9 Allocation. The remaining area of land is the largest parcel remaining of the allocation and is proposed to be developed with 16 new dwellings.
- 8.3 As the site is allocated within the Adopted Local Plan, the land is considered to be located within the designated Urban Area of the Western Wards. The development of the site is therefore considered to accord with Policies CS2, CS6 and CS9 of the Core Strategy.

#### **b) Design and Layout**

- 8.4 Since the original planning application was submitted, the layout of the scheme has been completely redesigned in order to address a number of concerns raised by Officers. The current scheme presented to the Planning Committee represents a scheme that follows detailed discussions with Officers and has sought to address a number of concerns raised by neighbours to the original layout.
- 8.5 The original layout included the provision of an estate road skirting around the perimeter of the site, which resulted in an access road running the length of the neighbours' garden to the south, and included three storey houses centrally within the site which would have led to significant loss of privacy to occupiers to both the north and south. These elements have been removed from the current design and layout.
- 8.6 The layout now ensures that private gardens are located adjacent to private gardens, reducing the impact of street lighting and vehicle movements impinging on the enjoyment of private rear garden spaces. The three storey houses have also been removed, with the site limited to two storey and two and a half storey dwellings. This results in a softer transition from the higher density developments along Bedford Drive (to the north) to the lower density dwellings along Willow Brook Close (to the south).
- 8.7 Each of the proposed dwellings comprises private rear gardens of 11 metres or longer, in compliance with the adopted Design Guidance, and the site has been designed to accommodate private front gardens and areas of definable landscaped areas to soften the appearance of the development in the street

scene. Backland parking courtyards have been avoided as they have been poorly utilised locally, with almost all the properties having direct access to the car parking outside their properties. Where parking courtyards have been provided, they have been designed to incorporate sufficient areas of soft landscaping to ensure the level of hardstanding and blocks of car parking is minimised and softened.

- 8.8 The design and appearance of the dwellings, all of which are semi-detached, incorporate a variety of design finishes ensuring a high level of overlooking and connectivity to the public domain and interest in the street scene.
- 8.9 Overall, it is considered that the design and layout of the proposals represent an acceptable design solution to the final element of this Housing Allocation, whilst also making efficient use of the site, a good level of soft landscaping and private amenity space for the individual properties, many of which exceed the minimum standard required by the adopted Design Guidance. The development is considered to represent good quality design, in accordance with the principles of Policy CS17.

### **c) Impact on Living Conditions of Neighbours**

- 8.10 The Council's Adopted Design Guidance sets out a requirement of a minimum of 11 metres for private rear gardens and a minimum of 22 metres from first floor windows to first floor windows to ensure adequate levels of separation and to protect the living conditions of existing and future occupiers. The proposals incorporate these elements into the scheme.
- 8.11 The development is located to the south of properties along Bedford Drive, with Plots 1, 7, 14 and 15 lying adjacent to the northern boundary. Plot 1 would be located over 4 metres from the boundary with 4 Noble Road (to the northwest), the siting of plot 1 would not result in an unacceptable adverse loss of sunlight to the adjoining garden.
- 8.12 Plot 7 would be located a 1 metre from the party boundary with 3 Noble Road; the dwelling at 3 Noble Road is however located 6 metres away from its shared boundary to the site, and therefore it is considered that the level of overshadowing would diminish into the latter part of the day, ensuring no unacceptable adverse impact on the use of their garden area.
- 8.13 The side elevation of Plot 14 would be located almost 15 metres from the rear of the property at 16 Bedford Drive, with the proposed dwelling itself set around 4 metres from the shared boundary. It is therefore considered that any level of overshadowing would not be unacceptable, and would not impact

the immediate rear elevation of 16 Bedford Drive, which is orientated to the south.

- 8.14 Finally, Plot 15 would be located around 4 metres from the shared boundary with 24 Bedford Drive. Number 24 Bedford Drive is a flat and the area immediately to the north of the planning application site is a parking courtyard. It is considered that the development would not have an unacceptable impact on the living conditions of occupiers of the neighbouring properties to the north.
- 8.15 Representations of objection have also been received from the occupiers of properties on Lynn Crescent, to the northwest of the site, the closest of which, 10 Lynn Crescent, would be located approximately 18 metres away. They have raised concerns regarding overlooking and loss of sunlight into their gardens from Plots 1-6 of the development. The properties on Lynn Crescent are oriented to the south, and none of the proposed dwellings would be directly behind these properties. There would not therefore be any unacceptable adverse loss of light to these dwellings. Further, whilst there would be some oblique overlooking due to the proposed development, no window on the proposed development would have a direct line of sight into these gardens, and the proposals therefore accord with the requirements of the Design Guidance. The nearest direct line of sight window would be to the rear elevation of properties fronting Hunts Pond Road, the closest of which would be in excess of 55 metres away to the southwest of the site, far in excess of the minimum 22 metres sought in the Design Guidance.
- 8.16 In terms of the impact on the living conditions of occupiers to the south, there would be no loss of light due to the orientation of the development. Additionally, there would be no windows serving habitable rooms with a direct line of sight into the private gardens (unlike the original scheme) of the neighbouring properties on Willow Brook Close. It is therefore considered that the proposals would not have an unacceptable adverse impact on the living conditions of neighbouring occupiers, and the scheme represents a significant improvement to the original submission.
- 8.17 Therefore, the proposed development is not considered to have an unacceptable adverse impact on the living conditions of neighbouring occupiers and accords with policies DSP2 and DSP3 of the Adopted Local Plan.

#### **d) Ecology and the Environment**

- 8.18 The application has been subject to detailed consultations with the Council's Ecologist and has been supported by Ecological Appraisals that address the

initial concerns raised by the Council's Ecologist regarding the effect of the development on protected species on and around the site.

- 8.19 A number of third party comments received have raised concern that the development of this site will result in the loss of a valuable area of undeveloped land at the southern end of Hunts Pond Road, which has seen considerable levels of development over the past 20 years. Additionally, many residents are concerned that the development of the site will significantly change their living environment from an edge of settlement location to a dense, contained suburban environment. The site has long been established as an allocated housing site in the Adopted Local Plan, and where the Council has a significant shortage of housing, it is important to ensure that all new housing sites make the most efficient use of land, particularly where they are well contained by established residential development, subject to them creating attractive, well landscaped environments.
- 8.20 It is considered that the proposals not only have the support of the Council's Ecologist, but would also provide a lower density development than the neighbouring development along Bedford Drive, and represent a suitable transition towards the lower density developments to the south.
- 8.21 The development is likely to have a significant effect on the following designated sites in respect of recreational disturbance, air quality and water quality: Solent and Southampton Waters Special Protection Area and Ramsar Site, Portsmouth Harbour Special Protection Area and Ramsar Site, Solent and Dorset Coast Special Protection Area, Chichester and Langstone Harbours Special Protection Area and Ramsar Site, Solent and Isle of Wight Lagoons Special Area of Conservation and the Solent Maritime Special Area of Conservation – collectively known as the European Protected Sites (EPS). Policy CS4 sets out the strategic approach to biodiversity in respect of sensitive European sites and mitigation impacts on air quality. Policy DSP13 confirms the requirement to ensure that designated sites, sites of nature conservation value, protected and priority species populations and associated habitats are protected and where appropriate enhanced.
- 8.22 The Solent is internationally important for its wildlife. Each winter, it hosts over 90,000 waders and wildfowl including 10 percent of the global population of Brent Geese. These birds come from as far as Siberia to feed and roost before returning to their summer habitats to breed. There are also plants, habitats and other animals within the Solent which are of both national and international importance.
- 8.23 In light of their importance, areas within the Solent have been specially designated under UK/European law. Amongst the most significant

designations are Special Protection Areas (SPA) and Special Areas of Conservation (SAC).

- 8.24 Regulation 63 of the Habitats and Species Regulations 2017 provides that planning permission can only be granted by a 'Competent Authority' if it can be shown that the proposed development will either not have a likely significant effect on designated European sites or, if it will have a likely significant effect, that effect can be mitigated so that it will not result in an adverse effect on the integrity of the designated European sites. This is done following a process known as an Appropriate Assessment. The Competent Authority is responsible for carrying out this process, although they must consult with Natural England and have regard to their representations. The Competent Authority is the Local Planning Authority.
- 8.25 The Council has completed an Appropriate Assessment to assess the likely significant effects of the development on the EPS. The key considerations for the assessment of the likely significant effects are set out below.
- 8.26 Firstly, in respect of Recreational Disturbance, the development is within 5.6km of the Solent SPAs and is therefore considered to contribute towards an impact on the integrity of the Solent SPAs as a result of increased recreational disturbance in combination with other development in the Solent area. The applicants have made the appropriate financial contribution towards the Solent Recreational Mitigation Partnership Strategy (SRMP) and therefore, the Appropriate Assessment concludes that the proposals would not have an adverse effect on the integrity of the EPS as a result of recreational disturbance in combination with other plans or projects.
- 8.27 Secondly, in respect of Air Quality, Natural England has advised that the effects of emissions from increased traffic along roads within 200 metres of EPS has the potential to cause a likely significant effect. The applicant has submitted an Air Quality Ecological Impact Assessment to support the application to address this matter.
- 8.28 The AQEIA concludes that the proposed development would not have a significant effect, in combination with other plans or projects, on the integrity of the EPS. The Council is therefore content that the development would be acceptable in this respect.
- 8.29 Finally, in respect of the impact of the development on water quality as a result of surface water and foul water drainage, Natural England has highlighted that there is existing evidence of high levels of nitrogen and phosphorus in parts of The Solent with evidence of eutrophication. Natural England has further highlighted that increased levels of nitrates entering the



Solent (because of increased amounts of wastewater from new dwellings) will have a likely significant effect upon the EPS.

- 8.30 A nitrogen budget has been calculated in accordance with Natural England's *'Advice on Achieving Nutrient Neutrality for New Development in the Solent Region'* (June 2020) which confirms that the development will generate 11.3556 kg/TN/year. Due to the uncertainty of the effect of the nitrogen from the development on the EPS, adopting a precautionary approach, and having regard to NE advice, the Council will need to be certain that the output will be effectively mitigated to ensure at least nitrogen neutrality before it can grant planning permission.
- 8.31 The applicant has entered into a contract (conditional on the grant of planning permission) to purchase 11.5kg of nitrate mitigation 'credits' from the Hampshire and Isle of Wight Wildlife Trust (HIWWT). Through the operation of a legal agreement between the HIWWT, Isle of Wight Council and Fareham Borough Council dated 30 September 2020, the purchase of the credits will result in a corresponding parcel of agricultural land at Little Duxmore Farm on the Isle of Wight being removed from intensive agricultural use, and therefore providing a corresponding reduction in nitrogen entering the Solent marine environment. A condition will be imposed to ensure that the development does not commence on site until confirmation of the purchase of the credits from the HIWWT has been received by the Council.
- 8.32 The Council has carried out an appropriate assessment and concluded that the proposed mitigation and condition will be adequate for the proposed development and ensure no adverse effect on the integrity of the EPS either alone or in combination with other plans or projects. The difference between the credits and the output will result in a small annual net reduction of nitrogen entering the Solent.
- 8.33 Natural England has been consulted on the Council's Appropriate Assessment and agrees with its findings.
- 8.34 It is therefore considered that the development accords with the Habitat Regulations and complies with Policies CS4 and DSP13 and DSP15 of the adopted Local Plan.

#### **e) Highways and Car Parking**

- 8.35 The application has been subject to consultation with the Highway Authority (Hampshire County Council), and the Council's Transport Planner. No objection has been raised, subject to appropriate conditions on the operation or safety of the local highway network.

- 8.36 It is acknowledged that many third party comments raised concerns regarding the lack of car parking provision within the development, the lack of car parking in the existing estate and the subsequent knock-on effects the provision of 16 additional houses would bring. The current proposal meets adopted car parking standards, including the provision of visitors' spaces. It is acknowledged that the neighbouring residential streets do get congested at peak times in the evenings and weekends. However, many of those properties include garage spaces to achieve parking standards and Members are aware that those facilities are rarely used for parking, which has the effect of displacing cars to the public highway.
- 8.37 The current proposal does not incorporate garages, with only two properties including car ports, for which a proposed condition would restrict alterations to ensure it maintains an open frontage, ensuring its continued use for car parking. Further, many of the parking spaces in the neighbouring development include parking courtyards, which result in an inconvenient use for residents who are required to then walk to their properties, and in many cases results in spaces out of view of their houses. This results in them being poorly used. The current proposal ensures car parking spaces adjacent to their property, ensuring security for future occupiers. It is considered that these factors, together with a parking standard in accordance with adopted requirements and the provision of visitors' parking spaces, mean that it is likely that the proposals would not result in the need to make use of on-street car parking and would not therefore result in an unacceptable impact on the adjoining residential streets.

#### **f) Affordable Housing**

- 8.38 The application proposal has been submitted by Imperial Homes Ltd, although, following early discussions with the applicant, it was identified that the development would ultimately be provided to Vivid Homes Ltd as a wholly affordable housing scheme. The proposals are intended to be funded through grants by Homes England, for which no Section 106 Legal Agreement can be applied. Therefore, in order to ensure that, in the event that the scheme fails to be transferred to Vivid Homes Ltd, the minimum provision of 40% of the units would be provided as affordable housing, an appropriately worded condition has been provided in order to ensure compliance with Policy CS18 of the Local Plan.
- 8.39 This approach has been considered by the Council's Affordable Housing Strategic Lead who considers that the appropriately worded condition is robust enough in this instance to ensure the delivery of the minimum provision

of affordable housing, to meet the identified need in accordance with the NPPF and the adopted Local Plan Policy CS18.

- 8.40 In summary, notwithstanding the objections received, Officers consider that the proposals to develop the last part of this allocated housing site are acceptable and in accordance with this Council's relevant adopted planning policies.

## **9.0 Recommendation**

9.1 GRANT PLANNING PERMISSION, subject to the following Conditions:

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

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:

- a) Location Plan (Drawing: 19011-2-PL-2-01);
- b) Site Layout (Drawing: 19011-2-PL-2-02 Rev B);
- c) Site Layout – Bedrooms (Drawing: 19011-2-PL-2-04 Rev B);
- d) Site Layout – Building Heights (Drawing: 19011-2-PL-2-05 Rev B);
- e) Figure Ground Diagram (Drawing: 19011-2-PL-2-07)
- f) Site Layout – Building Materials (Drawing: 19011-2-PL-2-08 Rev B);
- g) Site Layout – Parking/Bins (Drawing: 19011-2-PL-2-09 Rev B);
- h) 2 Bed House – Plans (Drawing: 19011-2-PL-3-01);
- i) 2 Bed House – Plans and Elevations (Drawing: 19011-2-PL-3-01);
- j) 3 Bed House – Type A – Plans (Drawing: 19011-2-PL-3-02);
- k) 3 Bed House – Type A – Elevations (Drawing: 19011-2-PL-3-03);
- l) 3 Bed House – Type B – Plans & Elevations (Drawing: 19011-2-PL-3-04);
- m) 3 Bed House – Type C – Plans & Elevations (Drawing: 19011-2-PL-3-05);
- n) 4 Bed House – Plans & Elevations (Drawing: 19011-2-PL-3-06);
- o) Car Port – Plans & Elevations (Drawing: 19011-2-PL-3-07); and,
- p) Indicative Street Scene Elevations (Drawing: 19011-2-PL-5-01).

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

3. No development hereby permitted shall proceed beyond damp proof course level until details (including samples where requested by the Local Planning Authority) of all proposed external facing (and hardsurfacing) materials 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 secure the satisfactory appearance of the development.

4. The first and second floor window(s) proposed to be inserted into the southern elevations of Plots 6, 10 and 11, and the northern elevations of Plots 1, 7, 14 and 15 of the approved development shall be:
  - a) Obscure-glazed; and
  - b) Of a non-opening design and construction to a height of 1.7 metres above internal finished floor level;and shall thereafter be retained in that condition at all times.

REASON: To prevent overlooking and to protect the privacy of the occupiers of the adjacent property(ies).
5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting or amending that Order) there shall be no alterations or amendments to the permitted car port, including the provision of garage doors to the front elevation, without the grant of a separate planning permission from the Local Planning Authority.

REASON: To ensure adequate off-street car parking is retained on site.
6. Prior to development commencing full details of the tenure of all homes/plots at the site, including the type of affordable tenure, shall be submitted and approved in writing by the Local Planning Authority, comprising a minimum of 7no. of the homes shall be provided as Affordable Housing (as per the NPPF definition). Of the affordable homes provided on the site, a minimum of 5no. shall be at Social or Affordable Rent and the Affordable homes provided at Social/Affordable Rent shall include at least 2no. 3-bed and 1no. 4-bed properties.

All affordable homes provided on the site shall be provided and managed by a housing association, housing company or companies, or a trust registered as a registered social landlord pursuant to the Housing Act 1996, or a non-profit provider pursuant to section 80 of the Housing and Regeneration Act 2008. None of the properties shall be occupied until that party/provider have entered into a Nominations Agreement with Fareham Borough Council. No Affordable homes for rent shall have a rent set in excess of the Local Housing Allowance relevant for the site and property size.

All affordable homes provided on the site shall thereafter remain affordable unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure the affordable provision reflects the housing needs of the local population, in accordance with the requirements of Policy CS18 of the adopted Local Plan. The details secured by this condition are considered essential to be agreed prior to the commencement of development on the site so that appropriate levels of affordable housing is provided and secured before works commence.

7. No development shall take place until details of the width, alignment, gradient and type of construction proposed for the roads, footways and access(es), including all relevant horizontal cross sections and longitudinal sections showing the existing and proposed levels, together with details of street lighting and the method of disposal of surface water, and details of a programme for the making up of roads and footways have been submitted to and approved in writing by the Local Planning Authority.  
REASON: To ensure that the roads are constructed to a satisfactory standard.
8. No dwelling constructed on the site subject to this planning permission shall be first occupied until there is a direct connection from it, less the final carriageway and footway surfacing, to an existing highway. The final carriageway and footway surfacing shall be commenced within three months and completed within six months from the date upon which construction is commenced of the penultimate building/dwelling for which permission is hereby granted. The roads and footways shall be laid out and made up in accordance with the approved specification, programme and details.  
REASON: To ensure that the roads and footways are constructed in a satisfactory manner.
9. The visitor parking spaces marked on the approved plans shall be kept available for visitors at all times and not be used for private purposes.  
REASON: To ensure adequate off-street parking provision on site is maintained.
10. None of the dwellings hereby permitted shall be first occupied until the car parking area relating to them as shown on the approved plan have been laid out/constructed and made available. These areas shall thereafter be retained and kept available for their respective purposes at all times.  
REASON: In the interests of highway safety.
11. No dwelling shall be occupied until the bin and cycle stores have been made available in accordance with the approved plans. These designated areas shall thereafter be kept available and retained at all times for the purpose of bin and cycle storage.  
REASON: In the interests of visual amenity and in order to facilitate modes of transport alternative to the private car.
12. No development shall commence on site until a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved CEMP (unless otherwise agreed in writing by

the local planning authority) which 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 Noble Road and Bedford Place to ensure that they are kept clear of any mud or other debris falling from construction vehicles, and

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) Measures to control vibration in accordance with BS5228:2009 which prevent vibration above 0.3mms<sup>-1</sup> at the boundary of the SPA;

k) Provision for storage, collection, and disposal of rubbish from the development during construction period;

l) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;

m) Temporary lighting;

- n) Protection of pedestrian routes during construction;
- o) No burning on-site;
- p) Scheme of work detailing the extent and type of piling proposed;
- q) A construction-phase drainage system which ensure all surface water passes through three stages of filtration to prevent pollutants from leaving the site;
- r) 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 the potential impacts described above.

13. The development hereby permitted shall proceed in accordance with the measures set out in the 'Mitigation, Compensation and Enhancement Recommendations' section of the Ecological Appraisal report by Emma Pollard (June 2019). Thereafter, the enhancements to include hedgehog homes, reptile hibernacula, Schwegler 1F bat tubes, dormouse boxes, swift next boxes and swallow eaves shall be permanently maintained and retained in accordance with the approved details.

REASON: To ensure the protection of wildlife and a net gain in biodiversity.

14. Prior to commencement of the development hereby permitted, a ten year management plan for the management of the retained, enhanced and new habitats in the eastern buffer area shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To protect biodiversity and the adjacent non-statutory designated sites. The details secured by this condition are considered essential to be agreed prior to the commencement of the development on the site so that appropriate measures are in place to protect the local biodiversity of the area.

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.

16. Not to commence development unless the council has received the Notice of Purchase in accordance with the legal agreement between FBC, IWC and HIWWT dated 30 September 2020 in respect of the Credits Linked Land identified in the Nitrates Mitigation Proposals Pack.  
REASON: To demonstrate that suitable mitigation has been secured in relation to the effect that nitrates from the development has on European protected sites.
17. No work on site relating to the construction of any of the development hereby permitted (Including works of demolition or preparation prior to operations) shall take place before the hours of 0800 or after 1800 Monday to Friday, before the hours of 0800 or after 1300 Saturdays or at all on Sundays or recognised bank and public holidays, unless otherwise first agreed in writing with the Local Planning Authority.  
REASON: To protect the occupiers of nearby residential properties against noise and disturbance during the construction period.
18. No development shall proceed beyond damp proof course level until a landscaping scheme identifying all existing trees, shrubs and hedges to be retained, together with the species, planting sizes, planting distances, density, numbers, surfacing materials and provisions for future maintenance of all new planting, including all areas to be grass seeded and turfed and hardsurfaced, has been submitted to and approved by the Local Planning Authority in writing.  
REASON: In order to secure the satisfactory appearance of the development; in the interests of the visual amenities of the locality
19. The landscaping scheme, submitted under Condition 18, shall be implemented and completed within the first planting season following the commencement of the development or as otherwise agreed in writing with the Local Planning Authority and shall be maintained in accordance with the agreed schedule. Any trees or plants which, 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, shall be replaced, within the next available planting season, with others of the same species, size and number as originally approved.  
REASON: To ensure the provision, establishment and maintenance of a standard of landscaping.
20. None of the development hereby approved shall be occupied until a plan of the position, design, materials and type of boundary treatment to be erected to all boundaries has been submitted to and approved in writing by the Local Planning Authority and the approved boundary treatment has been fully



implemented. It shall thereafter be retained at all times unless otherwise agreed in writing with the Local Planning Authority.

If boundary hedge planting is proposed details shall be provided of planting sizes, planting distances, density, and numbers and provisions for future maintenance. Any plants which, 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, shall be replaced, within the next available planting season, with others of the same species, size and number as originally approved.

REASON: To protect the privacy of the occupiers of the neighbouring property, to prevent overlooking, and to ensure that the development harmonises well with its surroundings.

21. The development hereby permitted shall be undertaken in accordance with the Flood Risk Assessment and Drainage Strategy (prepared by Paul Basham Associates 134.5003/FRA/4 19.08.19) and Road Alignment (prepared by Paul Basham Associates 134.5003.001 27.09.19). The development shall be carried out in accordance with the approved details unless otherwise agreed with the Local Planning Authority in writing.

REASON: In order to ensure satisfactory disposal of surface water. 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 adverse impacts of inadequate drainage.

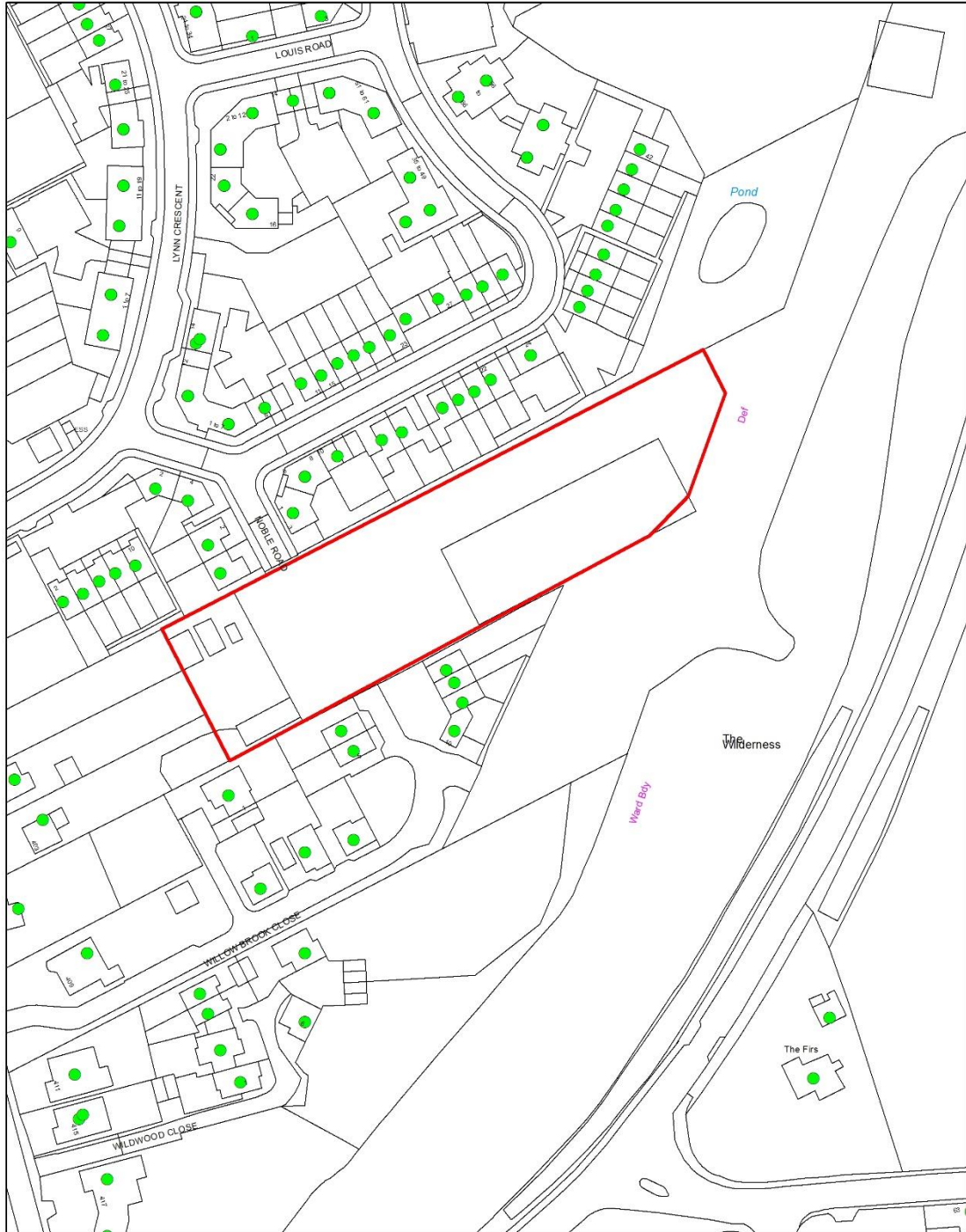
22. No development hereby permitted shall commence until details of the means of foul water drainage from the site have been submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved details unless otherwise agreed with the local planning authority in writing.

REASON: To ensure satisfactory disposal of foul water. 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 adverse impacts of inadequate drainage.

## **10.0 Background Papers**

[P/19/0183/FP]

# FAREHAM BOROUGH COUNCIL



403 Hunts Pond Road

Scale 1:1,250



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# Agenda Item 6(2)

## OFFICER REPORT FOR COMMITTEE

DATE: 18<sup>th</sup> November 2020

P/20/0702/FP

WARD: Park Gate

Fareham Borough Council

AGENT: KSA Architects

TWO STOREY BUILDING TO ACCOMMODATE 4 NO. 2 BED FLATS AND 5 NO. 1 BED FLATS. INSTALLATION OF AERIAL AND DISH TO WEST ELEVATION TO ALLOW FOR THE REMOVAL OF THE EXISTING LATTICE MAST AERIAL IN THE SOUTH WEST CORNER.

FORMER SCOUT HUT, MONTEFIORE DRIVE

### **Report By**

Rachael Hebden – direct dial 01329 824424

#### **1.0 Introduction**

- 1.1 The application is being considered by the planning committee as it has been submitted by Fareham Borough Council and the application has attracted third party representations in excess of the threshold for a delegated decision
- 1.2 To meet the Council's duty as a competent authority under the Conservation of Habitats and Species Regulations 2007 (the Habitat Regulations) a Habitat Regulations Assessment is required to consider the likely significant effects of the development on the protected sites around the Solent. An appropriate Assessment has been undertaken as part of the consideration of this application and the development has provided both necessary mitigation and appropriate evidence to demonstrate that the development proposal will not result in adverse effects on the integrity of European Protected sites around the Solent. Further details of this have been set out later in the report.

#### **2.0 Site Description**

- 2.1 The site is the location of the former Park Gate Scout Hut on Montefiore Drive in Sarisbury Green. The site is classed as previously developed land and lies within the settlement policy boundary.
- 2.2 Coldeast Mansion lies approximately 140 metres north west of the site. There are dwellings to the north of the site. The Lord Wilson School is

immediately north of the site. The land to the south, south east and south west of the site comprises open space.

- 2.3 The site is level and contains a telecommunications mast in the west corner and 2 mature oak trees close to the southern boundary.

### **3.0 Description of Proposal**

- 3.1 An outline application for 7 flats was previously approved at this site (P/17/1420/OA refers). Subsequent detailed design work resulted in a more efficient layout enabling the provision of the scheme for 9 flats that is currently being considered. The application proposes a two-storey building comprising 9 flats of which 5 would have one bedroom and 4 would have two bedrooms. All the proposed flats are proposed to be shared ownership properties.
- 3.2 Bin and secure cycle storage is provided within the ground floor with short stay cycle storage provided to the north of the building.
- 3.3 15 car parking spaces are proposed of which 12 would be to the east of the building and 3 would be to the north.
- 3.4 A new aerial mast is proposed on the south of the building to replace the existing mast in the west of the site.
- 3.5 Soft landscaping is proposed around the frontage with Montefiore Drive and around and within the car parking area. The remainder of the site would be landscaped to provide amenity space for the residents.

### **4.0 Policies**

- 4.1 The following policies apply to this application:

National Planning Policy Framework 2019

#### **Adopted Fareham Borough Core Strategy**

CS2 Housing Provision

CS4 Green Infrastructure, Biodiversity and Geological Conservation

CS5 Transport Strategy and Infrastructure

CS6 The Development Strategy

CS9 Development in the Western Wards and Whiteley

CS10 Coldest Hospital

CS15 Sustainable Development and Climate Change

CS17 High Quality Design

### **Adopted Development Sites and Policies**

DSP1 Sustainable Development

DSP2 Environmental Impact

DSP3 Impact on Living Conditions

DSP 5 Historic Parks and Gardens

DSP13 Nature Conservation

DSP15 Recreational Disturbance on the Solent Special Protection Areas

### **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/17/1420/OA	Outline Application for 3 no. 1-bedroom apartments and 4no. 2-bedroom apartments (Starter Homes/Shared Ownership)
Approved	17.5.18
P/05/0858/VC	Variation of Condition 1 of P/97/0053/OA (To Extend Time Limit for Commencement of Development) together with a variation to the legal agreement to remove the requirement for the scout hut to be retained as a community facility.
Approved	14-02-06
P/97/0053/OA	Residential development at an average density of 29.65 dwellings per hectare with provision of open space and access from Brook Land and Bridge Road.
Allowed at appeal	16-12-98

## **6.0 Representations**

6.1 Eight letters of objections have been received raising the following concerns:

- No need for more housing

- Not acceptable in principle
- Insufficient car parking
- Additional traffic generation
- Loss of privacy to Stableyard Mews
- Overlooking of Lord Wilson School
- Noise disturbance
- Impact on ecology
- Renewable energy should be incorporated

## **7.0 Consultations**

EXTERNAL

### **Natural England**

- 7.1 No objection subject to compliance with the Nitrogen Neutrality Statement and the provision of a contribution towards the Solent Recreation Mitigation Partnership to mitigate any impact on the Solent SPA sites.

### **Hampshire County Council Highways**

- 7.2 No objection subject to conditions.

INTERNAL

### **Ecology**

- 7.3 No objection subject to conditions

### **Tree Officer**

- 7.4 No objection subject to a 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) Principle of development
- b) Design and Impact on the Character of the Area
- c) Highways
- d) Impact on trees
- e) Impact on neighbouring properties
- f) Ecology
- g) Heritage
- h) Tenure

### **a) Principle of development**

- 8.2 The site was previously part of a much wider site for the development of 234 dwellings (reference P/97/0053/OA and P/03/1867/RM) which was approved with a legal agreement that required the Scout Hut to be maintained in good repair and made available for use by local community organisations.
- 8.3 An application was subsequently submitted (P/05/0858/VC) which varied the terms of the legal agreement to allow the demolition of the Scout Hut with contributions towards affordable housing used towards the provision of affordable housing on the site. The principle of development on this site was therefore previously established.
- 8.4 Notwithstanding the principle of development established in the previously approved application, the site constitutes previously developed land within the settlement policy boundary and is therefore an appropriate location for residential development in accordance with policies CS6, CS9 and CS10.
- b) *Design and Impact on the Character of the Area***
- 8.5 The proposed building has a rectangular footprint and would be 2 storeys high with two parallel pitched roofs together with two gable ends fronting Montefiore Drive. The building is overall of a traditional form with contemporary detailing including the use of brick and timber cladding together with balconies to provide articulation. The gable ends also provide interest on the principal elevation.
- 8.6 The proposed flats would meet the national minimum technical space standards and would also benefit from balconies to provide private amenity space together with additional outdoor space in the form of a communal garden in accordance with the Residential Design Guidance recommendations regarding outdoor space.
- 8.7 The building has been set back from the front of the plot by almost 10 metres to allow plenty of space for soft landscaping and to prevent the building from appearing overly dominant within the public realm.
- 8.8 The building has been designed to front Montefiore Drive with two gable ends facing north west, however it also contains a large number of windows on the south east and south west elevations to provide natural surveillance of the proposed car parking, the shared garden and the open space to the south of the site.
- 8.9 The application also proposes the incorporation of a telecommunications aerial and dish on the building to replace the existing telecommunications

mast. It is recommended that the details of the aerial and dish are secured by condition to ensure that the design can be considered.

- 8.10 Overall, the design is of a high quality that responds positively to the characteristics of the area and would meet the needs of future occupiers in accordance with policy CS17. The plans indicate the positioning of materials; however it is recommended that details of the materials are secured by condition.

**c) Highways**

- 8.11 Concerns have been raised regarding the number of car parking spaces proposed, however, the application proposes 15 allocated car parking spaces which is 2 spaces more than the 13 car spaces required by the Residential Car Parking SPD. The application also proposes secure and short stay cycle storage which satisfies the required standards. The concerns seem to be primarily regarding the way in which cars park along this section of road while waiting to collect pupils from the Lord Wilson School. The application provides more than the number of car parking spaces required, therefore there is not expected to be a lack of car parking space which resulting in the need to park on Montefiore Drive.

- 8.12 The proposed access contains acceptable visibility onto Montefiore Drive and sufficient space has been provided to enable a refuse lorry space to reverse in and exit in a forward gear.

- 8.13 The Highway Authority has raised no objections subject to the incorporation of conditions to ensure that the car parking and access are provided prior to occupation. The proposed development would comply with the Council's adopted Residential Car and Cycle Parking Standards SPD and policy CS5 which states that development will be permitted provided it does not adversely affect the safety and operation of the strategic and local road network.

**d) Impact on trees**

- 8.14 There are two mature oak trees in the west of the site. The application is supported by a tree report and method statement which demonstrate the way in which the building can be constructed without causing any harm to the oak trees. The Tree Officer has raised no objection to the application provided a condition is used to ensure that the works are carried out in accordance with the measures contained in the method statement.

**e) Impact on neighbouring properties**



- 8.15 Concerns have been raised regarding the impact of the proposed development on Stable Mews to the west of the site in terms of loss of privacy. The proposed development would be separated from Stable Mews by approximately 26 metres. The Residential Design Guidance does not contain recommendations regarding the separation distance between the fronts of properties, however it recommends that a minimum separation distance of 22 metres between the backs of properties. It is generally accepted that the separation distance between the backs of properties is greater than between the frontages, therefore the proposed separation distance of 26 metres which exceeds the recommended back to back distance is considered to be acceptable and not expected to result in a loss of privacy to Stable Mews.
- 8.16 A representation has been submitted raising concerns regarding the impact of the proposed development on the Lord Wilson School located to the north of the site in terms of overlooking. The majority of windows are located on elevations facing away from the Lord Wilson School. There is one small kitchen window at ground floor level together with two small kitchen windows and a window serving a landing at first floor level in the north east elevation. These windows would allow a degree of overlooking of the area to the front of Lord Wilson School, however the windows are small and would be located almost 14 metres from the boundary with the Lord Wilson School. Given that the area to the front of the Lord Wilson School is of an open character and visible from within the public realm, the small proposed windows would not result in an unacceptable degree of overlooking.
- 8.17 There are also balconies proposed at first floor level of the south east elevation. The closest balcony to the Lord Wilson School would be 14 metres away and would not result in an unacceptable degree of overlooking due to the absence of windows in the south west elevation of the school and the absence of useable land along the southern boundary.
- 8.18 Concerns have also been raised regarding the impact of the proposed housing on neighbouring properties in terms of noise and disturbance. Noise and disturbance during the construction process can be controlled by a condition restricting the hours of construction. The movement of mud from the site during the construction process can also be limited by a condition requiring the provision of wheel washing facilities within the site. The proposed flats would not have an unacceptable impact on the existing residential properties and would not result in an increase in noise above that considered to be acceptable at the outline stage (for 7 flats).

**f) Ecology**

- 8.19 The application is supported by an ecological impact assessment which contains measures designed to mitigate against any impact on reptiles and to provide enhanced biodiversity within the site. The Council's Ecologist has confirmed that the proposed measures are appropriate. It is recommended that these measures are secured by condition.
- 8.20 The site previously contained a low number of reptiles which were translocated to the east of the site. A detailed reptile mitigation and management strategy is required by condition to ensure that any existing reptiles on the site are provided with a favourable habitat within the soft landscaped areas.
- 8.21 A construction environmental management plan is also required to ensure there are no accidental impacts due to polluting incidents. The construction environmental management plan can also be secured by condition.
- 8.22 Policy CS4 sets out the strategic approach to biodiversity in respect of sensitive European sites and mitigation impacts on air quality. Policy DSP13 confirms the requirement to ensure that designated sites, sites of nature conservation value, protected and priority species and populations and associated habitats are protected and where appropriate enhanced.
- 8.23 Considering their importance, areas within the Solent have been specially designated under European Law. Amongst the most significant designations are Special Protection Areas (SPA) and Special Areas of Conservation (SAC).
- 8.24 Regulation 63 of the Habitats and Species Regulations 2017 provides that planning permission can only be granted by a 'Competent Authority' if it can be shown that the proposed development will either not have a likely significant effect on designated European sites or, if it will have a likely significant effect, that effect can be mitigated so that it will not result in an adverse effect on the integrity of the designated European sites. This is done following a process known as an Appropriate Assessment. The Competent Authority is responsible for carrying out this process, although they must consult with Natural England and have regard to their representations.
- 8.25 Natural England has further advised that the effects of emissions from increased traffic along roads within 200m of EPS also has the potential to cause a likely significant effect. The Council's Air Quality Habitat Regulations Assessment highlights that developments in the Borough would not, in combination with other plans and proposals, have a likely

significant effect on air quality on the European Protected Sites up to 2023, subject to appropriate mitigation.

- 8.26 The Council has completed an Appropriate Assessment to assess the likely significant effects of the development on the EPS based on the information in the submitted Nitrogen Neutrality Statement, following consultation with Natural England. The key considerations for the assessment of the likely significant effects are set out below.
- 8.27 Due to the location of the site within 5.6km of the Solent, the development is likely to have a significant effect on the following designated sites: Solent and Southampton Waters Special Protection Area and Ramsar Site, Portsmouth Harbour Special Protection Area and Ramsar Site, Solent and Dorset Coast Special Protection Area, Chichester and Langstone Harbours Special Protection Area and Ramsar Site and the Solent Maritime Special Area of Conservation and Solent and Isle of Wight Lagoons Special Area of Conservation – collectively known as the European Protected Sites.
- 8.28 Firstly, in respect of Recreational Disturbance, the applicant has made the appropriate financial contribution towards the Solent Recreational Mitigation Partnership Strategy (SRMP). Therefore, the Appropriate Assessment concludes that the proposals would not have a likely significant effect on the EPS from recreational disturbance. Secondly, in respect of Air Quality, as set out above, the Council's Air Quality Habitat Regulations Assessment has screened out the impact on air quality, so it is possible to conclude that the development would not have a significant impact in this respect.
- 8.29 The final key aspect of the Appropriate Assessment is to consider the impact of the development on Water Quality as a result of surface water and foul water drainage. The submitted Nitrogen Neutrality Statement highlights that through the retrofitting of the Council's existing housing stock with modern water efficient measures (showers, low flush toilets and flow restricted taps), sufficient water could be saved to ensure that the provision of 9 flats would not result in increased wastewater disposal to Peel Common Wastewater Treatment Works and therefore offset the nitrogen loading generated by the proposed development. The Borough Council as competent authority can be certain that this can be achieved since it is control of all aspects of the off-setting measures, as both the developer of the site and the housing authority responsible for the properties to be retrofitted. Therefore, Officers consider that the provision of the retrofitting of existing FBC housing stock is sufficient to ensure the proposed development would not have an adverse effect on the integrity of the European Protected Sites.

8.30 Natural England has been consulted about this approach and has provided a response to the submission of the Nitrogen Neutrality Statement. No objection has been received regarding this approach. The Council has therefore completed an Appropriate Assessment, where it is considered that the proposed development will not have a likely significant effect, either alone or in combination with other plans and proposals on the European Protected Sites.

8.31 It is therefore considered that the development accords with the Habitat Regulations and complies with policies CS4, DSP13 and DSP15 of the adopted Local Plan.

**g) Heritage**

8.32 The site is located within the Coldeast Hospital Historic Park and Garden. The Park and Garden is not of national importance or listed on the Hampshire Gardens Trust register, however it is a non-designated heritage asset of local interest and the NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. The NPPF also states that in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Policy DSP5 also refers to non-designated heritage assets and states that historic parks and gardens will be protected from development that would unacceptably harm their architectural and historic interest, and/or setting taking account of their significance.

8.33 The site is previously developed and originally contained the Park Gate Scout Hut. The proposed building has been set back from the frontage to allow for soft landscaping to be incorporated around the edge of the site in keeping with the character of the Historic Park and Garden. The details of the type and species of planting can be secured by condition.

8.34 The proposed building itself is of a high quality and has been designed to sensitively respond to the character of the area. Particular attention has been paid to the placement of windows and the use of materials to ensure the elevations are well articulated. The position and design of the building is appropriate and would not result in any harm or loss to the significance of the Historic Park and Garden. The proposed development is therefore considered to accord with the requirements of the NPPF and policy DSP5.

**h) Tenure**

8.35 The proposed development of nine flats falls below the threshold at which affordable housing is required, however the proposed shared ownership

housing will contribute towards the overall provision of Affordable Housing at Coldeast and must therefore be secured by condition.

## **9.0 Recommendation**

**GRANT PLANNING PERMISSION**, subject to the following conditions:

1. The development hereby permitted shall be begun before 3 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:
  - a) Drawing no. PD 200 Rev B Plans and streetscene
  - b) Drawing no. PD300 Rev D Proposed elevations
  - c) Drawing no. PD100 Rev C Site plan
  - d) Ecosa Ecological Impact Assessment June 2020
  - e) Arboricultural Report Ref 20 1818 produced by Arb Consultancy
  - f) Transport Statement April 2020 Ref 092.0004/TS/2
  - g) Nutrient Neutrality StatementREASON: To avoid any doubt over what has been permitted.
3. No development hereby permitted shall proceed beyond damp proof course level until details and samples of all proposed external facing (and hard surfacing) materials 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 secure the satisfactory appearance of the development.
4. No development shall take place until a detailed reptile mitigation and management strategy has been submitted to and approved in writing by the Local Planning Authority. Development shall subsequently be carried out in accordance with the approved details.  
REASON: To ensure that habitat is enhanced as a result of the proposed development.
5. No development shall take place on site (including site clearance and demolition) until a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The development shall be carried out in

accordance with the approved CEMP (unless otherwise agreed in writing by the local planning authority) which 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) The arrangements for deliveries associated with all construction works, loading/ unloading of plant & materials and restoration of any damage to the highway;
- d) The measures for cleaning the wheels and underside of all vehicles leaving the site;
- e) A scheme for the suppression of any dust arising during construction works;
- f) The measures for cleaning Montefiore Drive to ensure that they are kept clear of any mud or other debris falling from construction vehicles, and
- g) A programme and phasing of the construction work;
- h) Location of temporary site buildings, compounds, construction material, and plant storage areas used during demolition and construction;
- i) Provision for storage, collection, and disposal of rubbish from the development during construction period;
- j) No burning on-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 the potential impacts described above.

6. No development shall take place until the following has been submitted to and approved by the Local Planning Authority:
  - a) A desk study investigation and site walkover of the site, which investigates the current and former uses of the site and adjoining land and the potential for contamination, with information on the environmental setting including known geology and hydrogeology. This report should develop a conceptual model and identify potential contaminant – pathway – receptor linkages.
  - b) Should the above study reveal a potential for contamination, an intrusive site investigation and an assessment of the risks posed to human health, the building fabric and the wider environment including water resources should be carried out. The site investigation shall not take place until the requirements of the Local Planning Authority have been fully established. This should be submitted to and approved in writing by the Local Planning Authority.
  - c) Where the site investigation and risk assessment reveal a risk to receptors, a strategy of remedial measures and detailed method statements to address identified risks shall be submitted to and approved in writing by the Local Planning Authority. It shall also include the nomination of a competent person (to be agreed with the Local Planning Authority) to oversee the implementation of the measures.

REASON: To ensure that any contamination of the site is properly considered before development takes place.

7. No development shall take place until the agreed scheme of remedial measures has been fully implemented. Remedial measures shall be validated in writing by an independent competent person as agreed with the Local Planning Authority. The validation is required to confirm that the remedial works have been implemented in accordance with the agreed remedial strategy and shall include photographic evidence and as built drawings where required by the Local Planning Authority. The requirements of the Local Planning Authority shall be agreed in advance.

Should contamination be encountered during works that has not been investigated or considered in the agreed scheme of remedial

measures, investigation, risk assessment and a detailed remedial method statement shall be submitted to and agreed with the Local Planning Authority. The remediation shall be fully implemented and validated in writing by an independent competent person as agreed with the Local Planning Authority prior to occupation of the dwellings. REASON: To ensure that any potential contamination of the site is properly considered before development takes place.

8. Details of the replacement telecommunications equipment and any associated structures to be submitted in writing to the Local Planning Authority for approval prior to its installation. The mast shall be installed in accordance with the approved details.  
REASON: To secure the satisfactory appearance of the development.
9. The building shall not be occupied until the means of vehicular access has been constructed in accordance with the approved plans.  
REASON: In the interests of highway safety.
10. The approved bin storage areas shall be implemented and made available for use prior to first occupation of the development hereby approved. The area shall be subsequently retained for bin storage or collection at all times.  
REASON: To ensure that the character and appearance of the development and the locality are not harmed.
11. All of the approved parking and turning areas shall be constructed in accordance with the approved details and made available for use prior to the occupation of the dwellings hereby approved. Those areas shall thereafter be kept available for the parking and turning of vehicles at all times unless otherwise agreed in writing by the Local Planning Authority following the submission of a planning application made for that purpose.  
REASON: In the interests of highway safety.
12. The bicycle storage, as shown on the approved plan, shall be constructed and made available, prior to first occupation of the dwellings hereby permitted. This storage shall thereafter be retained and kept available at all times for the storage of bicycles.  
REASON: To encourage cycling as an alternative mode of transport.
13. No development shall proceed beyond damp proof course level until a landscaping scheme identifying all existing trees, shrubs and hedges to be retained, together with the species, planting sizes, planting distances, density, numbers, surfacing materials and provisions for



future maintenance of all new planting, including all areas to be grass seeded and turfed and hard surfaced, has been submitted to and approved by the Local Planning Authority in writing.

REASON: In order to secure the satisfactory appearance of the development; in the interests of the visual amenities of the locality

14. The landscaping scheme, submitted under Condition 13, shall be implemented and completed within the first planting season following the occupation of the first dwelling or as otherwise agreed in writing with the Local Planning Authority and shall be maintained in accordance with the agreed schedule. Any trees or plants which, 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, shall be replaced, within the next available planting season, with others of the same species, size and number as originally approved.  
REASON: To ensure the provision, establishment and maintenance of a standard of landscaping.
15. The Building Regulations Optional requirement of a maximum water use of 110 litres per day shall be complied with prior to occupation of any of the dwellings hereby approved. The water efficiency measures for each dwelling shall be retained for each dwelling for the lifetime of the property.  
REASON: In the interests of preserving water quality and resources.
16. Development shall be carried out in accordance with the measures detailed in section 5.0 of the Ecological Impact Assessment carried out by Ecosa Ltd dated June 2020. The enhancements shall thereafter be retained in accordance with the approved details.  
REASON: To ensure that protected species are not harmed, and that habitat is enhanced as a result of the proposed development.
17. All the dwellings hereby approved shall be restricted to occupiers seeking subsidised housing that will be available only to persons who cannot afford to buy housing generally available on the open market. Details regarding the occupancy criteria to be used for determining the identity of prospective and successive occupiers of the affordable housing, and the means by which such occupancy criteria shall be enforced shall be submitted to and approved in writing by the Local Planning Authority before the first occupation of the development. The dwellings shall at all times be retained as affordable housing for both initial and subsequent occupiers except in instances where all shared ownership shares on an individual

property have been purchased (as part of the process known as staircasing).

The provisions of this condition shall not be binding on a mortgagee or chargee or any receiver (including an administrative receiver) appointed by such mortgagee or chargee or any other person appointed under any security documentation to enable such mortgagee or chargee to realise its security or any administrator (howsoever appointed) including a housing administrator (each a Receiver) of the whole or any part of the affordable housing units or any persons or bodies deriving title through such mortgagee or chargee or Receiver.

REASON: In order to secure the delivery and retention of affordable housing

## INFORMATIVES

- a) Applicants should be aware that, prior to the commencement of development, contact must be made with Hampshire County Council, the Highway Authority. Approval of this planning application does not give approval for the construction of a vehicular access, which can only be given by the Highway Authority. Further details regarding the application process can be read online via <http://www3.hants.gov.uk/roads/apply-droppedkerb.htm> Contact can be made either via the website or telephone 0300 555 1388.
- b) The approved development attracts a payment under the Community Infrastructure Levy (CIL). The payment is due before development commences and the parties liable to pay the charge will receive a Liability Notice shortly after the approval of the last reserved matter, to explain the amount due and the process thereafter. Further details about CIL can be found on the Council's website on the following link: [http://www.fareham.gov.uk/planning/local\\_plan/ciladopt.aspx](http://www.fareham.gov.uk/planning/local_plan/ciladopt.aspx) Any exemptions from the CIL payment would also then be calculated.

### **10.0 Notes for Information**

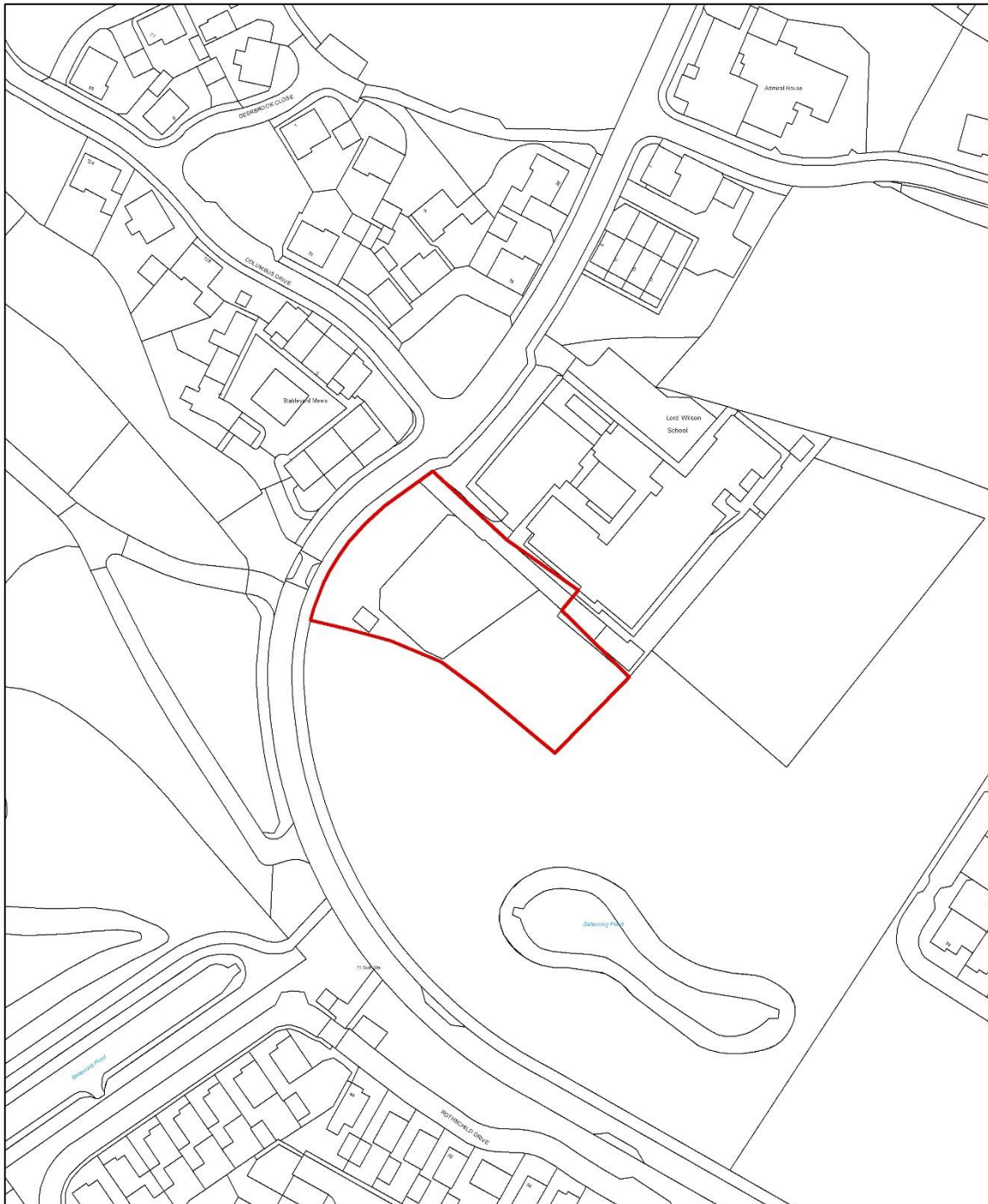
None

### **11.0 Background Papers**

**P/20/0702/FP**

# FAREHAM

BOROUGH COUNCIL



Former Scout Hut, Montefiore Drive

Scale 1:1,250

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## **ZONE 2 – FAREHAM**

**Fareham North-West**

**Fareham West**

**Fareham North**

**Fareham East**

**Fareham South**

REFERENCE    SITE ADDRESS & PROPOSAL  
NUMBER &  
WARD

ITEM NUMBER &  
RECOMMENDATION

No items in this Zone

# Agenda Annex

<p><b>ZONE 3 – EASTERN WARDS</b></p> <p><b>Portchester West</b></p> <p><b>Hill Head</b></p> <p><b>Stubbington</b></p> <p><b>Portchester East</b></p>
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REFERENCE NUMBER & WARD	SITE ADDRESS & PROPOSAL	ITEM NUMBER & RECOMMENDATION
<p>P/20/0912/OA PORTCHESTER WEST</p>	<p>LAND TO THE 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>3</p> <p>OUTLINE PERMISSION</p>
<p>P/20/1040/FP PORTCHESTER EAST</p>	<p>5 KELVIN GROVE PORTCHESTER FAREHAM PO16 8LQ</p> <p>SINGLE STOREY REAR EXTENSION, LOFT CONVERSION WITH GABLE BUILD UP, FRONT AND REAR DORMER WINDOWS</p>	<p>4</p> <p>PERMISSION</p>



# Agenda Item 6(3)

## OFFICER REPORT FOR COMMITTEE

DATE: 18/11/2020

P/20/0912/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 presented to the Planning Committee on 24<sup>th</sup> June 2020 this year that this Council currently has a housing land supply of 4.03 years (a shortfall of 522 dwellings within the 5-year period).
- 1.3 This application is similar to a previous application for residential development on this site (planning reference P/18/0005/OA) which was refused planning permission by this Committee in April 2019 for the following reasons:

*The development would be contrary to Policies CS5 of the adopted Fareham Borough Core Strategy 2011 and Policy DSP40 of the adopted Local Plan Part 2: Development Sites and Policies Plan and is unacceptable in that:*

- a) *The proposal would result in a material increase in pedestrian movements along Down End Road across the road bridge over the railway line. The works to the bridge as shown on drawing no. ITB12212-GA-003 Rev B (titled "virtual footway proposal") and the works to the bridge as shown on drawing no. ITB12212-GA-004 Rev B (titled "reduced width formal footway") would provide inadequate footway provision to ensure the safety of*

*pedestrians using the bridge and other highway users. The works to the bridge as shown on drawing no. ITB12212-GA-011 Rev B (titled “priority shuttle working”) would result in unacceptable harm to the safety and convenience of users of the highway.*

*b) The application site is not sustainably located in terms of access to local services and facilities.*

1.4 A public inquiry was held in September 2019 with the two reasons for refusal above being the substantive issues. A decision was issued by the Planning Inspectorate in November last year and the appeal was dismissed.

1.5 With regards to reason for refusal b), the appeal Inspector found that:

*“There would not be an unreasonable level of accessibility to local services and facilities for the occupiers of the development by a range of modes of transport” (paragraph 80 of the appeal decision).*

1.6 However, in response to reason for refusal a), the Inspector concluded that:

*“The implementation of option 2 [the “virtual footway proposal”] would make inadequate provision for pedestrian access via Downend Road, while the implementation of option 3 [titled “priority shuttle working”], in making adequate provision for pedestrian users of Downend Road, would unacceptably affect the operation of this road because of the vehicle queuing and driver delay that would arise” (paragraph 72).*

## **2.0 Site Description**

2.1 The application site (measuring 20.39 hectares) 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, 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.
- 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. A main pedestrian and cycle access to and from the site would be made available via the existing track leading across Cams Bridge to and from The Thicket. Planning permission was previously granted for improvements to Cams Bridge under a separate 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.
- 3.4 This application is substantially the same as the previous application and appeal proposal but with two main differences. Firstly, the applicant has made some minor amendments to the proposed parameter plan to ensure no built development would take place in a zone identified as being of archaeological importance. Secondly, in response to the reasons for the previous appeal being dismissed, the applicant proposes a one-way system across Downend Road railway bridge with traffic flow being controlled by using priority traffic signals.

### **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 P/18/0005/OA**

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  
REFUSED – 26<sup>th</sup> April 2019  
APPEAL DISMISSED – 5<sup>th</sup> November 2019

### **5.2 P/18/0001/OA**

Outline planning application for improvements to Cams Bridge and the approaches to enable use by pedestrian and cyclists and continued vehicle access to the workshop including lighting, raising the bridge parapets, signage, re-surfacing and new road markings  
PERMISSION – 3<sup>rd</sup> May 2019

## **6.0 Representations**

6.1 In response to this application 111 objections have been received (131 if including multiple responses from the same persons). A further 5 representations were received requesting advice on the application. The comments raised the following material planning considerations:

### **Principle of development**

- Proposal has been turned down before by the Council and at appeal
- The draft plan is still out for consultation therefore limited weight can be applied to the proposed allocation of this site
- Housing should be concentrated in unused commercial spaces in the centre
- Agricultural land should be retained for growing food
- Loss of open space of visual merit / green space / rural space
- No need for housing given development at Welborne
- The land should be used to plant trees
- The Planning Inspector concluded that the site is not sustainably located and is remote from amenities and services
- Need for housing for elderly (such as bungalows)

### **Highways**

- Inaccuracies regarding the sustainability of the site
- Inadequate infrastructure for encouraging walking & cycling
- Trip generation based on dated census info
- Additional traffic generation
- Inadequate pedestrian crossings on bridge
- Lack of provision for cyclists
- Inadequate measures to prevent traffic congestion
- The proposed solution for the A27/Down End Road junction are inappropriate
- Delays to emergency service vehicle response times due to traffic congestion
- The bridge is not built for increased traffic loads
- The bridge is too narrow
- There was a fatal accident at the railway bridge recently
- A smaller pedestrian side bridge is required
- Road markings and lack of physical barrier between cars and pedestrians on bridge
- Queuing / delays
- Rat-running/shortcuts through adjacent roads
- Danger to pedestrian safety
- Cams Bridge should be used as a vehicular route

- Impact on A27 / Cams school
- Effect of coronavirus pandemic on traffic survey

### **Infrastructure**

- Inadequate infrastructure (schools, doctors, emergency services and roads)
- Additional strain on resources including water supply, refuse and sewage disposal

### **Ecology**

- Loss of habitat for protected species
- Geese on land

### **Pollution**

- Increased noise pollution
- Increased air pollution to the Delme Roundabout which is an air quality management area

### **Other**

- Impact on groundwater management: The chalk hill is required to hold and store rainwater. The development will restrict the ability to collect water. The proposed three attenuation ponds will not be sufficient to cover an area of over 1 hectare.
- The proposed location of the sewage tank is inappropriately located next to the crematorium
- Will there be appropriate levels of affordable housing?
- Undesirable precedent for future development to the West of Downend Road
- Granting outline planning permission removes the right for members of the public to comment on design and other detailed issues which is not transparent.

## **7.0 Consultations**

EXTERNAL

### **HCC Highways**

- 7.1 Please See Appendix 1 to this Officer's report for comments received on 20<sup>th</sup> October 2020.

### **HCC – Archaeology**

- 7.2 No objection. It is recommended that archaeological conditions are attached to any planning permission which might be issued to secure archaeological

evaluation and archaeological mitigation by recording of archaeological remains identified.

#### **HCC - Flood Water Management Team**

- 7.3 Further information requested regarding calculations and site investigation information provided to date to support drainage strategy.

#### **HCC - Children's Services**

- 7.4 The County Council, as Local Education Authority, raises no objection to the planning application subject to:
- 7.5 The applicant entering into a section 106 agreement to secure a contribution of £4,451,326 towards education infrastructure, £42,000 (which will be classed as revenue funding) for provision of school travel plans and monitoring fees and £500,000 to provide additional childcare places.
- 7.6 The contribution for school infrastructure is needed to mitigate the impact of the development on educational facilities to accommodate the additional children expected to be generated by the development. Costs are based on 4Q2018 price base (BCIS All-in TPI Index 322). The contribution will be index linked to this base date until the contribution is paid.
- 7.7 The contribution for school travel plans is to ensure the promotion of active travel and to reduce the reliance on the car for the journeys to and from school and is not subject to index linking.
- 7.8 The childcare contribution is required to provide additional places in the local area arising from the development.
- 7.9 Without the provision of a contributions towards the provision of additional school infrastructure, school travel plans and childcare places the County Council, as Local Education Authority, would object to the proposal on the grounds that the impact on the existing infrastructure cannot be sufficiently mitigated and therefore the development is unacceptable in planning terms.

#### **HCC – Minerals and Waste Planning Authority**

- 7.10 No objection.

#### **Natural England**

- 7.11 No objection subject to appropriate mitigation being secured.

#### **Southern Water**

- 7.12 No objection.

### **Network Rail**

- 7.13 No objections provided no vehicle movements are made using Cams Bridge.

### **INTERNAL**

#### **Trees**

- 7.14 No objection.

#### **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.

#### **Conservation**

- 7.18 The development would not result in harm to the setting of Portchester Castle (Grade I listed and Scheduled Ancient Monument), or the contribution this makes to the setting.
- 7.19 Available views of the Fort Nelson (Grade II\* listed and Scheduled Ancient Monument) from within the site will be partially or wholly restricted, mitigation of this by the provision of open space and green corridors helps maintain these views. In considering Fort Wallington and Fort Southwick fortifications the development would result in no harm to the identified setting.
- 7.20 With regards to Nelson Monument (Grade II\* listed), a 120ft obelisk of ashlar on granite plinth erected in tribute to Horatio Nelson, the height and ridgeline location makes it a highly visible heritage asset from the surrounding area.
- 7.21 The site provides partial views of the monument from its central and western parts, whilst return views to the site are not available, in this respect the site makes little contribution to the significance of the setting of Nelson Monument.
- 7.22 Whilst there may be some harm to the setting of the obelisk due to its height and location, this harm does not undermine the significance of the obelisk as a military asset, reflective of the history in the immediate and wider area.
- 7.23 Whilst there will be some harm to the setting of the identified heritage assets, the level of harm is low and therefore considered less than substantial with the public benefit associated with the development.

7.24 Having regard to the above, and applying the statutory tests required under Sections 66 and 72 of The Planning (Listed Building and Conservation Area) Act, 1990, it is considered that the outline application, would result in no harm to the identified heritage assets or their setting.

## **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) The Impact on European Protected Sites;
- d) Policy DSP40;
- e) Other matters;
- f) The planning balance.

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

8.2 A 'Five Year Housing Land Supply Position' report was presented to the Planning Committee on 24<sup>th</sup> June 2020 this year. That report concluded that this Council currently has a housing land supply of 4.03 years (a shortfall of 522 dwellings within the 5-year period).

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 clarifies 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) The impact upon European Protected Sites**

- 8.16 Core Strategy Policy CS4 sets out the strategic approach to Biodiversity in respect of sensitive European sites and mitigation impacts on air quality. Policy DSP13: Nature Conservation of the Local Plan Part 2 confirms the requirement to ensure that designated sites, sites of nature conservation value, protected and priority species populations and associated habitats are protected and where appropriate enhanced.
- 8.17 The Solent is internationally important for its wildlife. Each winter, it hosts over 90,000 waders and wildfowl including 10 per cent of the global population of Brent geese. These birds come from as far as Siberia to feed and roost before returning to their summer habitats to breed. There are also plants, habitats and other animals within the Solent which are of both national and international importance.

- 8.18 In light of their importance, areas within the Solent have been specially designated under UK/ European law. Amongst the most significant designations are Special Protection Areas (SPA) and Special Areas of Conservation (SAC). These are often referred to as 'European Protected Sites' (EPS).
- 8.19 Regulation 63 of the Habitats and Species Regulations 2017 provides that planning permission can only be granted by a 'competent authority' if it can be shown that the proposed development will either not have a likely significant effect on designated EPS or, if it will have a likely significant effect, that effect can be mitigated so that it will not result in an adverse effect on the integrity of the designated EPS. This is done following a process known as an Appropriate Assessment. The competent authority is responsible for carrying out this process, although they must consult with Natural England and have regard to their representations. The competent authority is the local planning authority.
- 8.20 A Habitat Regulations Assessment (HRA), including Appropriate Assessment, has been carried out and published on the Council's website. The HRA considers the likely significant effects arising from the proposed development. Natural England have been consulted on the HRA and their comments are awaited and will be reported to the Planning Committee by way of a written update if received prior to the meeting. Natural England have however already commented on the application proposals and raised no objection.
- 8.21 The HRA identifies two likely significant effects on EPS neither of which would result in adverse effects on the integrity of the EPS provided mitigation measures are secured.
- 8.22 The first of these concerns recreational disturbance on the Solent coastline through an increase in population. Policy DSP15 of the adopted Fareham Borough Local Plan Part 2: Development Sites and Policies explains that planning permission for proposals resulting in a net increase in residential units may be permitted where the 'in combination' effects of recreation on the Special Protection Areas are satisfactorily mitigated through the provision of a financial contribution to the Solent Recreation Mitigation Strategy (SRMS). The applicant has confirmed that they would be happy to provide such a contribution to be secured through a Section 106 legal agreement. The second likely significant effect relates to hydrological changes. The HRA finds that adverse effects could be avoided through the implementation of a suitable SUDS drainage system.
- 8.23 Members will be aware of the potential for residential development to have likely significant effects on EPS as a result of deterioration in the water

environment through increased nitrogen. Natural England has highlighted that there is existing evidence of high levels of nitrogen and phosphorus in parts of The Solent with evidence of eutrophication. Natural England has further highlighted that increased levels of nitrates entering the Solent (because of increased amounts of wastewater from new dwellings) is likely to have a significant effect upon the EPS.

- 8.24 Achieving nutrient neutrality is one way to address the existing uncertainty surrounding the impact of new development on designated sites. Natural England have provided a methodology for calculating nutrient budgets and options for mitigation should this be necessary. The nutrient neutrality calculation includes key inputs and assumptions that are based on the best-available scientific evidence and research, however for each input there is a degree of uncertainty. Natural England advise local planning authorities to take a precautionary approach when addressing uncertainty and calculating nutrient budgets.
- 8.25 The applicant has submitted a nutrient budget for the development and this budget has been agreed by Officers and also reviewed by Natural England. The calculation identifies a deficit in the nitrogen budget. Provided that an appropriate planning condition or obligation is attached to any planning permission to secure the water usage of 110 litres per person per day, there would be no likely significant effect alone or in combination with other plans and projects.

**d) Policy DSP40**

- 8.26 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”.*

8.27 Each of these five bullet points are worked through in turn below.

**Policy DSP40 (i)**

8.28 The applicant anticipates that there will be two house builders on site. As such the development is expected to be able to deliver c.100 dwellings per annum including affordable units. Officers believe it is reasonable to expect all 350 dwellings to be delivered within the five year housing land supply period.

8.29 The proposal is considered relative in scale to the 5YHLS shortfall and therefore bullet point i) of Policy DSP40 is satisfied.

**Policy DSP40 (ii)**

8.30 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.

8.31 Whether or not the development would be sustainably located was a main issue in the previous appeal. Evidence was provided on the distances between the development and local services and facilities. On this the Inspector summarised as follows:

*“I think it reasonable to say that the development would fall short of being particularly accessible by transportation modes other than private motor vehicles. In that regard the appellant’s estimates for the number of non-private motor vehicle trips may well be quite optimistic. That said this development would be close to many other dwellings in Portchester and the accessibility to local services and facilities would be similar to that for many of the existing residents of the area. Given the existing pattern of development in the area, I consider there would be few opportunities for new housing to be built in Portchester on sites that would be significantly more accessible than the appeal site... In that regard it is of note that the Council is considering allocating this site for development in connection with the preparation of its new local plan.”*

8.32 The Inspector concluded that the development would accord with Policy CS5 of the Core Strategy and Policy DSP40 of the DSP because it would not be situated in an inaccessible location and it would be well related to the existing urban settlement boundary for Portchester. For the same reasons, officers consider that the development would accord with this point of DSP40.

**Policy DSP40 (iii)**

8.33 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 believe that a scheme can be designed to successfully reflect the character of the existing settlement of Portchester through a sensitive design approach to accord with Policy DSP40(iii).

8.34 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”.*

8.35 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.

8.36 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)**

8.37 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. To this end, officers recommend condition 1 securing the timely submission of reserved matters applications and commencement of development on site, which reflects the supporting text to policy DSP40.

8.38 As reported above, Officers consider that it would be reasonable to expect all 350 homes proposed on the site to be delivered within the five year housing land supply, completing in year 2024/25.

8.39 Officers consider that the site is therefore deliverable in the short term thereby satisfying the requirement of Policy DSP40(iv).

#### **Policy DSP40 (v)**

8.40 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**

8.41 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.

8.42 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.

8.43 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.

8.44 In their consultation response on the previous application Natural England noted 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**

8.45 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**

- 8.46 The Council's ecologist and Natural England are satisfied that the proposal is acceptable subject to planning conditions and appropriate mitigation. The effect of the development on European Protected Sites is assessed earlier in this report. The Council's ecologist is satisfied that appropriate measures are proposed to mitigate the impact of the development on protected species and habitat and that these measures can be the subject of suitably worded planning conditions.

### **Surface Water Drainage**

- 8.47 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 have requested further information be provided by the applicant concerning the proposed surface water drainage strategy. This is despite the proposals being substantially the same as before and no objection in principle having been raised previously. The LLFA have explained this request as being as a result of more information typically being required now in relation to concerns over infiltration, even at the outline planning application stage. The applicant has agreed to provide the additional information requested to address this matter.

### **Amenity**

- 8.48 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.
- 8.49 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).
- 8.50 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

8.51 Hampshire County Council, the highway authority, has provided detailed comments as appended to this report at Appendix 1 (their response dated 20<sup>th</sup> October 2020).

8.52 The response from the highway authority explains:

*“This application looks to resolve the concerns of the inspector regarding pedestrian access over the bridge through a revised mitigation package and the applicant has been engaging with the Highway Authority on these matters since the appeal decision.”*

8.53 It continues to explain that, in terms of the assignment of pedestrian and cycle trips from the site:

*“The improvements to all routes other than those to Downend Road were considered acceptable throughout the appeal and therefore it is only the Downend Road works which are for further consideration within this application...”*

*The variations to the trips assigned to Downend Road were amended marginally to 8.8% of all walking and cycling trips as opposed to the previously agreed 8%. The increase in walking and cycling trips overall through the updated travel survey data has resulted in the biggest change in the forecast daily flows along with including the bus and rail trips as walking trips. The revised figure for walking and cycling trips via Downend Road is 64 trips throughout the day on Downend Road as opposed to the previously set out 38 trips.”*

8.54 As set out earlier in this report, the application proposes an alternative solution to providing improvements to the Down End Road railway bridge to those options considered at the appeal. The highway authority response describes how the new proposals would function:

*“Improvements have been proposed within the TA and shown on drawing ITB12212-GA-051D in the form of traffic signal shuttle working. This proposes a 2m wide footway [on the northern/western side of the bridge] and single carriageway [3.5m wide] working on the railway bridge controlled by traffic signals...”*

*The revised proposals for works at the Downend Road bridge differ from those previously proposed as they incorporate full time signalisation of the shuttle working arrangement at the bridge. The single lane working*



*arrangement would be controlled by the traffic light control and means the queues and delay can be managed by the signal timings to reduce unnecessary delay. Also, by having signal controls it removes the need for driver judgement with regards gap acceptance which would naturally cause increases in potential delays at a more informal arrangement. The Highway Authority is also conscious of the impacts of the proposed arrangement with regards the recent accident history at and in the vicinity of the bridge. It is considered that the implementation of the signals along with other supportive measures being taken forward by Hampshire County Council's Safety Engineering Team as part of a programme to address existing road safety matters will aid with speed reduction on the approaches to the bridge."*

- 8.55 The traffic modelling of the bridge crossing was a major part of the evidence provided by both sides in the previous appeal. In particular which model should be applied and how was a significant point of dispute between the parties which led to the Inspector concluding that:

*"Whilst the queuing and delays under option 3 predicted by the Council's running of PDV22 [the Council's suggested model] may be somewhat exaggerated, I consider no reliance should be placed on the appellant's ARCADY assessments" (paragraph 60 of the appeal decision).*

- 8.56 The comments from the highway authority on this current application make it clear that the use of traffic signals allows a widely accepted model, LINSIG, to be used to assess traffic queuing and delays. The highways authority says:

*"Modelling has been provided for the proposed improvement using industry standard software (LINSIG). This modelling has assessed the operation of the proposed layout to a design year of 2026. This modelling shows a maximum queue of 6.1 PCU's [passenger car units] in the AM peak period. The Highway Authority are aware of concerns regarding the queue at the signals extending back beyond the access to The Causeway. Whilst this is not borne out by the modelling undertaken, if this issue did arise, then 'Keep Clear' markings can be installed to ensure the junction is kept clear and able to continue operating.*

*With regards to delay as a result of the revised arrangement this has been assessed against the delay considered within the Appeal process. Delay was evidenced by Fareham Borough Council to be up to 425 seconds per vehicle with the priority working arrangement. The modelling produced at the appeal was a matter of considerable discussion due to the complexities in being able to robustly model this highway arrangement. Signal arrangements have a specific industry standard software (LINSIG) which is capable of modelling accurately how a junction will operate. It is more reliable due to the nature of the junction being under signal controlled timing arrangements. An*

*appropriate LINSIG model has been provided for these proposals and this demonstrates an average delay of 25 seconds per vehicle. This is considerably lower than that forecast within the appeal supporting evidence put forward by Fareham within the appeal.”*

- 8.57 The highway authority also comment on the fatal injury accident on Downend Road which occurred in June 2020 – after the previous appeal was determined and before the current application was submitted.

*“It is noted that there was a fatal injury accident on Downend Road in June 2020. This accident has been investigated by the Casualty Reduction Partnership and several measures are being implemented with an aim of reducing speeds and increase conspicuousness of the Downend Road bridge. This includes clearing vegetation, introducing a gateway feature and road markings to aid with highlighting the 30mph terminal signs.*

*The implementation of the ghost island right turn lane, the junction to the development and signalisation of the bridge itself will support these measures in reducing vehicle speeds on the approach to the bridge.*

*Given the accident history and identified need for improvements for sustainable modes along the A27 as agreed previously 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.”*

- 8.58 The advice from the highway authority is clear that in their view the reasons why the previous appeal was dismissed have been overcome. The improvements to the bridge crossing are both safe for pedestrians and other highway users and acceptable in terms of the modest queue lengths and delay anticipated. The proposal to install traffic signals enables an industry standard traffic model to be used which overcomes the uncertainty at the heart of the previous appeal.
- 8.59 Other highways matters are referred to in the highway authority’s response. No objection is raised subject to appropriate mitigation measures being secured and financial contributions towards off-site improvements being made.
- 8.60 The remainder of this section of the report summarises some additional points relating to highways matters and access to the site.
- 8.61 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.

- 8.62 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 consent (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.
- 8.63 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.
- 8.64 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.
- 8.65 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.

- 8.66 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.
- 8.67 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.
- 8.68 Officers are satisfied that the proposal would not have any unacceptable environmental, amenity or traffic implications in compliance with criteria (v) of DSP40.

**e) Other Matters**

**Affordable Housing**

- 8.69 The proposal includes the provision of 40% affordable housing and Officers have negotiated an appropriate mix of different size and tenure of 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.

**Heritage Assets**

- 8.70 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a statutory duty on the decision maker as follows:

*"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".*

- 8.71 The potential for impacts on the setting of heritage assets is set out in the comments received from the Council's Conservation Planner earlier in this report. At the previous appeal it was common ground between the parties that any impacts on the heritage assets would be low in magnitude. Any

potential harm would be less than substantial and, specifically, at the lowest end of this spectrum. The public benefits, including the delivery of housing, were considered to outweigh the harm, even in giving the harm considerable weight. The Inspector agreed with this position but nonetheless afforded the harm great weight in accordance with paragraph 193 of the NPPF.

- 8.72 With the above in mind, and in fulfilling the duty imposed under Section 66 of the Act, the proposal would result in less than substantial harm to the setting of these heritage assets at the lowest end of the spectrum. The public benefits of granting planning permission would outweigh the harm.

#### **Effect upon Local Infrastructure**

- 8.73 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.
- 8.74 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.
- 8.75 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.

#### **Publication Version of the emerging Fareham Local Plan**

- 8.76 Members will be aware that the Publication Version of the emerging Fareham Local Plan, which addresses the Borough's development requirements up until 2036, is currently out for consultation until Friday 18<sup>th</sup> December.
- 8.77 The site of this planning application is proposed to be allocated for housing within the publication 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.

#### **f) The Planning Balance**

8.78 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".*

8.79 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.

8.80 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.

8.81 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.

8.82 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.

8.83 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.

- 8.84 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. It is also noted that there would be less than substantial harm, at the lower end of the spectrum, to the setting of heritage assets but that the harm would be outweighed by the public benefits of granting planning permission.
- 8.85 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.
- 8.86 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.
- 8.87 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, 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.
- 8.88 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.

8.89 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.

8.90 Having carefully considered all material planning matters, and notwithstanding the objections which have been received, 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 receipt of comments from Natural England in response to consultation on the Council's Appropriate Assessment and 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 after having had regard to those comments;
- ii) the applicant first providing further details regarding the proposed surface water drainage strategy and, the Lead Local Flood Authority (Hampshire County Council) raising no objections to those further details;
- iii) 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) and sports area, to Fareham Borough Council and associated financial contributions for its future maintenance;
  - b) To secure a financial contribution totalling £374,340 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);
  - ii. Bus infrastructure improvements on the A27 in the vicinity of the site;
  - iii. Implementing A27 safety measures to mitigate the impact of increased pedestrian and cycle movements from the development;
  - iv. Pedestrian and cycle audit improvements;
- c) To secure a financial contribution totalling £18,480 towards Improvements to Upper Cornaway Lane as detailed in drawing number ITB12212-GA-020 Rev C;
- d) 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 E;
  - ii. Improvements to Down End Road bridge as detailed in drawing nos. ITB12212-GA-051 Rev D;
  - iii. Pedestrian crossing point across A27 as detailed in drawing no. ITB12212-GA-021 Rev C;
  - iv. Delivery of the Downend Road/A27 capacity improvements as detailed in drawing no. ITB12212-GA-026.
- e) With regards to d) iv) above; to secure a financial contribution in lieu of introducing MOVA at the Downend Road/A27 junction should the Transforming Cities Fund (TCF) scheme come forward ahead of the s278 works;
- f) To secure improvements to Cams Bridge as permitted 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);
- g) To secure legal rights for pedestrian and cycle access across Cams Bridge and through the site for members of the public in perpetuity;
- h) To secure the implementation of the Framework Travel Plan, a financial contribution towards approval and monitoring of the Travel Plan of £3,000 and £15,000 respectively, and provision of a bond or other form of financial surety in respect of the measures within the Travel Plan;

- i) To secure provision of Asset Protection Agreement reached with Network Rail regarding any amendments to the parapet heights required in order to enable the improvement works at Downend Road Bridge;
- j) To secure a financial contribution towards the Solent Recreation Mitigation Strategy (SRMS);
- k) To secure a financial contribution towards education provision towards education infrastructure, for provision of school travel plans and monitoring fees and to provide additional childcare places;
- l) 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:

<b>Affordable/Social rent units (65% of total number of the affordable units) of which:</b>		
Affordable/social rent	4 bed	15%
Affordable/social rent	3 bed	23%
Affordable/social rent	2 bed	17%
Affordable/social rent	1 bed	45%
<b>Intermediate units (35% of total number of the affordable housing units) of which:</b>		
Intermediate units	4 bed	2%
Intermediate units	3 bed	28%
Intermediate units	2 bed	49%
Intermediate units	1 bed	21%

- iv) 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
- v) 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 PP-002);
  - b) Landscape parameter plan (drawing number: 2495-01 / RS PP-001 dated 30/07/20);
  - c) Detailed access proposal: site access arrangement (drawing number: ITB12212-GA-014 rev E)

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) and Section 5.0 'Mitigation and Compensation' of the Updating Ecological Assessment report (Ecosupport, August 2020) 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: AC108766-1R0 – August 2020) 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 development hereby permitted shall commence until a biodiversity enhancement strategy demonstrating a measurable net gain in biodiversity using the DEFRA Biodiversity Metric 2.0) has been submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved strategy and all enhancement measures fully implemented, retained and managed in accordance with the approved details.

REASON: To ensure a net gain in biodiversity within the site.

16. No dwelling hereby permitted shall be occupied until details of water efficiency measures have been submitted to and approved in writing by the Local Planning Authority. These water efficiency measures should be designed to ensure potable water consumption does not exceed an average of 110L per person per day. The development shall be carried out in accordance with the approved details.

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](http://www.southernwater.co.uk)".

## 10.0 **Background Papers**

P/18/0005/OA; P/20/0912/OA.

## Appendix 1 – Comments from Hampshire County Council highway authority – 20<sup>th</sup> October 2020



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

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**Head of Planning Services**  
Fareham Borough Council  
Civic Offices  
Civic Way  
FAREHAM  
Hampshire  
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Enquiries to	Nick Gammer	My reference	6/3/10/197 (PA575)
Direct Line	0370 779 4688	Your reference	P/20/0912/OA
Date	20th October 2020	Email	nick.gammer@hants.gov.uk

**For the attention of Richard Wright**

Dear Sir

**P/20/0912/OA – Land to the 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 Cams Bridge.

### **Application History**

#### Previous Application

The application was considered previously under reference P/18/0005/OA. Based on the information submitted, the Highway Authority raised no objection to the application subject to a number of mitigation measures. The application was refused by Fareham Borough Council.

#### Planning Appeal

The application was subsequently dismissed at appeal (P/18/0005/OA Land to East of Down End Road) appeal reference APP/A1720/W/3230015. The Appeal Inspector dismissed the appeal on the basis of concerns regarding the mitigation options proposed for pedestrian access over the railway bridge but regarded the site to be in a sustainable location. Fareham Borough Council

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

Call charges apply. For information see [www.hants.gov.uk](http://www.hants.gov.uk)

DOWNEND ROAD, APP P/18/0005/OA.

are continuing to support development in this area as part of the draft Local Plan proposals.

This application looks to resolve the concerns of the inspector regarding pedestrian access over the bridge through a revised mitigation package and the applicant has been engaging with the Highway Authority on these matters since the appeal decision.

#### Cams Bridge Application

Planning permission has been granted under P/18/0001/OA for improvement works to Cams Bridge. These works directly relate to the provision of sustainable access to the proposed development and are set out as per the plans approved in principle under the granted planning permission.

#### **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 Cornaway 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

It is noted that the proposed trip assignment and distribution has changed from that previously set out under the initial planning application as a result of discussions during the appeal process resulting in:

- assigning bus and rail trips to the walking and cycling trips
- the updating of data from the 2016 National Travel Survey to the more recently available 2018 data.
- Updating the journey purpose assumptions
- Amendments to the distribution assumptions

The improvements to all routes other than those to Downend Road were considered acceptable throughout the appeal and therefore it is only the Downend Road works which are for further consideration within this application.

The variations to the trips assigned to Downend Road were amended marginally to 8.8% of all walking and cycling trips as opposed to the previously agreed 8%. The increase in walking and cycling trips overall though the updated travel survey data has resulted in the biggest change in the forecast daily flows along with including the bus and rail trips as walking trips. The

revised figure for walking and cycling trips via Downend Road is 64 trips throughout the day on Downend Road as opposed to the previously set out 38 trips.

*Pedestrian and Cycle Access Downend Road*

Improvements have been proposed within the TA and shown on drawing ITB12212-GA-051D in the form of traffic signal shuttle working. This proposes a 2m wide footway and single carriageway working on the railway bridge controlled by traffic signals.

The general arrangement drawing is also supported by additional information regarding the design within drawings:

- ITB12212-GA-049 Rev F – Intervisibility Plan and stopping sight distance
- ITB12212-GA-051 Rev D – Downend Road Bridge Improvement – Traffic signal shuttle working – General Arrangement Plan
- ITB12212-GA-056 Rev B – Dimensions Plan
- ITB12212-GA-061 Rev A – Pedestrian Visibility Splays
- ITB12212-GA-062 Rev A– SSD Long Section on SB approach - 160m
- ITB12212-GA-063 Rev A– SSD Long Section on SB approach - 120m

The revised proposals for works at the Downend Road bridge differ from those previously proposed as they incorporate full time signalisation of the shuttle working arrangement at the bridge. The single lane working arrangement would be controlled by the traffic light control and means the queues and delay can be managed by the signal timings to reduce unnecessary delay. Also, by having signal controls it removes the need for driver judgement with regards gap acceptance which would naturally cause increases in potential delays at a more informal arrangement. The Highway Authority is also conscious of the impacts of the proposed arrangement with regards the recent accident history at and in the vicinity of the bridge. It is considered that the implementation of the signals along with other supportive measures being taken forward by Hampshire County Council's Safety Engineering Team as part of a programme to address existing road safety matters will aid with speed reduction on the approaches to the bridge.

Modelling has been provided for the proposed improvement using industry standard software (Linsig). This modelling has assessed the operation of the proposed layout to a design year of 2026. This modelling shows a maximum queue of 6.1 PCU's in the AM peak period. The Highway Authority are aware of concerns regarding the queue at the signals extending back beyond the access to The Causeway. Whilst this is not borne out by the modelling undertaken, if this issue did arise, then 'Keep Clear' markings can be installed to ensure the junction is kept clear and able to continue operating.

With regards to delay as a result of the revised arrangement this has been assessed against the delay considered within the Appeal process. Delay was

evidenced by Fareham Borough Council to be up to 425 seconds per vehicle with the priority working arrangement. The modelling produced at the appeal was a matter of considerable discussion due to the complexities in being able to robustly model this highway arrangement. Signal arrangements have a specific industry standard software (LINSIG) which is capable of modelling accurately how a junction will operate. It is more reliable due to the nature of the junction being under signal controlled timing arrangements. An appropriate LINSIG model has been provided for these proposals and this demonstrates an average delay of 25 seconds per vehicle. This is considerably lower than that forecast within the appeal supporting evidence put forward by Fareham within the appeal.

It is understood from the applicant and Network Rail's response to this application that discussions are ongoing regarding the parapet height requirements. The required height of the parapets is a matter to be determined by Network Rail and in the absence of confirmation and agreement of these requirements we are unable to confirm that should the parapets need to be raised that these works could be delivered by the applicant and would not be cost prohibitive. The Highway Authority therefore require assurance that these works can be undertaken before we could be sure that the shuttle working arrangement with improved footway provision can be provided. Therefore, the Highway Authority are requesting a pre-commencement condition which requires an Asset Protection Agreement to be in place with Network Rail prior to commencement of any development.

*Pedestrian and Cycle Access via Cams Bridge*

This is as agreed under planning application P/18/0001/OA and is shown in drawing ITB12212-GA-023 Rev B.

*Pedestrian access via 'Upper Cornaway Lane' and Footpath 117*

This route from the site goes from 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 Rev C. 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.

*Cycle Access to Lancaster Close*

As previously agreed and set out within drawing ITB12212-GA-020 Rev C the improvements to Footpath 117 will include an upgrade to the connection to Lancaster Close to allow cycle access between the existing residential estate and the new development. This connection will provide a safe cycle route from the site to nearby amenities including the railway station and local primary schools.

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.

#### A27 Cycle/Pedestrian Crossing

As part of the previously agreed walking and cycling strategy a new pedestrian and cycle refuge was proposed on the A27 south west of junction with The Thicket as shown in drawing ITB12212-GA-021 Rev B. The drawing has since been revised to revision C to incorporate changes to cycle connectivity between the A27 and The Thicket to provide access points to cyclists and a short section of shared use path.

The Highway Authority are satisfied with the proposal and 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 include proposals to improve Downend Bridge, Cams Bridge and Upper Cornaway Lane. These have been assessed separately. 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 of the Transport Assessment. 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 distance 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 prospective 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 with a contribution for improvements to waiting facilities and towards wider BRT improvements as identified through the Transforming Cities funding programme 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 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 1<sup>st</sup> July 2014 to 31 December 2019. This has been updated from the previous assessment.

The latest accident data provided identifies clusters of accidents along the A27 corridor primarily resulting in injuries to cyclists.

As set out within our previous responses to applications for development at this site a contribution is sought from the application towards improving safety of the A27 for vulnerable road users. 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. In addition, Hampshire County Council are seeking funding through the Transforming Cities Fund to provide further improvements for sustainable modes along the corridor.

In addition to the above, it is noted that there was a fatal injury accident on Downend Road in June 2020. This accident has been investigated by the Casualty Reduction Partnership and several measures are being implemented with an aim of reducing speeds and increase conspicuousness of the Downend Road bridge. This includes clearing vegetation, introducing a gateway feature and road markings to aid with highlighting the 30mph terminal signs.

The implementation of the ghost island right turn lane, the junction to the development and signalisation of the bridge itself will support these measures in reducing vehicle speeds on the approach to the bridge.



Given the accident history and identified need for improvements for sustainable modes along the A27 as agreed previously 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**

Vehicle access is proposed via a ghost island right turn lane from Downend Road.

ATC data was collected in November 2016 which was previously agreed and demonstrated peak hours of 07:30 – 08:30 and 16:00-17:00. These surveys recorded 743 two-way movements in the morning peak and 553 in the evening peak. Surveys were undertaken in December 2019 by Hampshire County Council and the recorded values at this time have been compared to the 2016 data. Traffic levels were higher in the 2016 survey and therefore this data has been taken forward for analysis within the application. This approach is agreed.

Vehicular access to the site is shown proposed through a ghost island junction on Downend Road, in drawing number ITB12212-GA-014 Rev E. The vehicle access has been reviewed and is acceptable in principle to the Highway Authority. Consideration of an emergency access to Downend Road will be a matter dealt with at reserved matters.

Access drawing number ITB12212-GA-014 Rev E also details the repositioning of the speed limit sign further north up Downend Road from its existing position close to Downend Bridge. It is recommended that the speed limit is moved further north to support the speed reduction on the approach to the amended layout on Downend Road. This 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 this and the previous 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 previous application and this has not been revisited as part of this application. The Highway Authority are satisfied with the scope of the assessment and the proposed mitigation package agreed.

For clarity the junctions assessed were as follows:

- 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.

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

Whilst it should be noted that this application has not assumed the Romsey Avenue site as committed development the Highway Authority is satisfied that the cumulative impact has been suitably assessed within the Romsey Avenue application which has assumed the Downend Road site as committed development. The findings of that review do not change our approach to mitigation from this development.

#### Downend Road/A27 Signalised Junction

The need for improvements at this junction were previously explored in detail under the previous planning application. An improvement scheme has been agreed here and is shown in drawing ITB12212-GA-026. The works proposed include provision of two southbound approach lanes on Downend Road, implementation of MOVA technology and yellow line/ tracking markings. These mitigation works are considered acceptable in principle.

However, it should be noted that HCC is progressing Transforming City Fund (TCF) improvements on the A27, including this location. While there should be limited interaction between the TCF and developer schemes, the proposed development mitigation works may require minor amendments to coordinate with the planned TCF works. HCC should be contacted prior to detailed design work for the most recent TCF designs should the development come forward and the developer mitigation works constructed prior to the TCF scheme being constructed.

Should the TCF scheme be constructed in advance of the developer led improvement works, it may be that it is prudent in order to reduce impact on the travelling public that the TFC scheme deliver MOVA and associated replacement signal equipment. These works have been costed to date at £33,550. Under these circumstances the developer should provide an additional contribution of this value in lieu of carrying out these works and this should be secured within the s106 agreement.

#### Delme Roundabout

A proportionate contribution has been agreed between the Highway Authority and the applicant which is to be put to future works to improve capacity at Delme Roundabout and has been calculated based on the scope of works required to compensate for additional capacity requirements at the roundabout as a result of the proposed development. Works may be at the roundabout itself or be through other physical works which aid in reducing traffic demand at Delme roundabout such as BRT improvements.

#### **Master Plan**

A master plan has been submitted and included in Appendix G of the TA for the application and the applicant has confirmed that the site will be brought forward in accordance with the agreed masterplan.

The masterplan shows housing to be situated away from the Downend Road junction and surrounding the key walking and cycling routes to the development via Cams Bridge and Footpath 117. It is on the basis of the masterplan on which the walking and cycling trips distribution has been approved and therefore any future reserved matters application should be in broad accordance with this plan.

### **Internal Layout**

The parking standards for the site are laid down by Fareham Borough Council (FBC) as the local parking authority, in accordance with their Residential Car and Cycle Parking Standards Supplementary Planning Document (SPD) as adopted in November 2009. It should be noted that any shortfall in parking provision has the potential to result in overspill parking that could become obstructive (both visually and physically) that could onwards become a concern to the Highway Authority for highway safety reasons. As such, it would be requested that further applications make sure that parking fully conforms to the local Parking Standards to remove such concerns.

Details for tracking for a refuse vehicle and for waste collection points have not been provided within this application and are a matter to be addressed under reserved matters.

It is understood that a mix of S38 adopted areas and un-adopted areas are proposed for the roads and footways of the site, and whilst HCC would not object to the proposals for unadopted areas it would be advisable that the developer ensures that the roads and footways are designed to minimum industry standards and / or Hampshire County Council's best practice as set out in <https://www.hants.gov.uk/transport/developers/constructionstandards>. Onwards, an appropriate Private Management Plan should be put into place to deal with any future issues.

Regarding areas of the site where roads and footways are to be adopted, it should be noted that these 'planning application' consultee comments have been made utilising the plans submitted. Should adoption be required, the S38 process will still need to be undertaken in addition to any planning approval that may be granted by the Local Planning Authority, and the details of this process can be found via the following link - <https://www.hants.gov.uk/transport/developers/constructionstandards>. This process will require additional information to that submitted to date, and require formal engineering drawings for assessment which may result in updates to the layout being required. As such, it is recommended that the developer engage with the S38 team at their earliest convenience.

For both S38 adopted areas as well as areas not proposed to be adopted, developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link - <http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf>

### **Travel Plan**

The framework travel plan reference ITB12212-059B set out within this application is as previously agreed and therefore deemed acceptable. It should be noted that 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 in particular relation to the pedestrian and cycling connections are adequately covered.

### **Recommendation**

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*

*Provision of a Grampian condition for agreed details and provision from Network Rail in the form of an Asset Protection Agreement regarding any amendments to the parapet heights required in order to enable the improvement works at Downend Road Bridge as shown on drawing ITB12212-GA-051 Rev D*

#### Obligations

- A contribution of £374,340 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.
- Delivery of sustainable access improvements to Downend Road bridge as shown in principle on ITB12212-GA-051 Rev D
- 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-021 Rev C across the A27;
- Delivery of the site access as detailed in drawing number ITB12212-GA-014 Rev E;
- Payment of £18,480 for Improvement to Upper Cornaway Lane as detailed in drawing number ITB12212-GA-020 Rev C;
- Delivery of the Downend Road/A27 capacity improvements scheme as shown on drawing ITB12212-GA-026 through a S278 agreement with the highway authority; or
- Payment of £33,500 in lieu of introducing MOVA at the Downend Road/A27 junction should the TCF scheme come forward ahead of the s278 works
- 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 Nick Gammer on the number above.

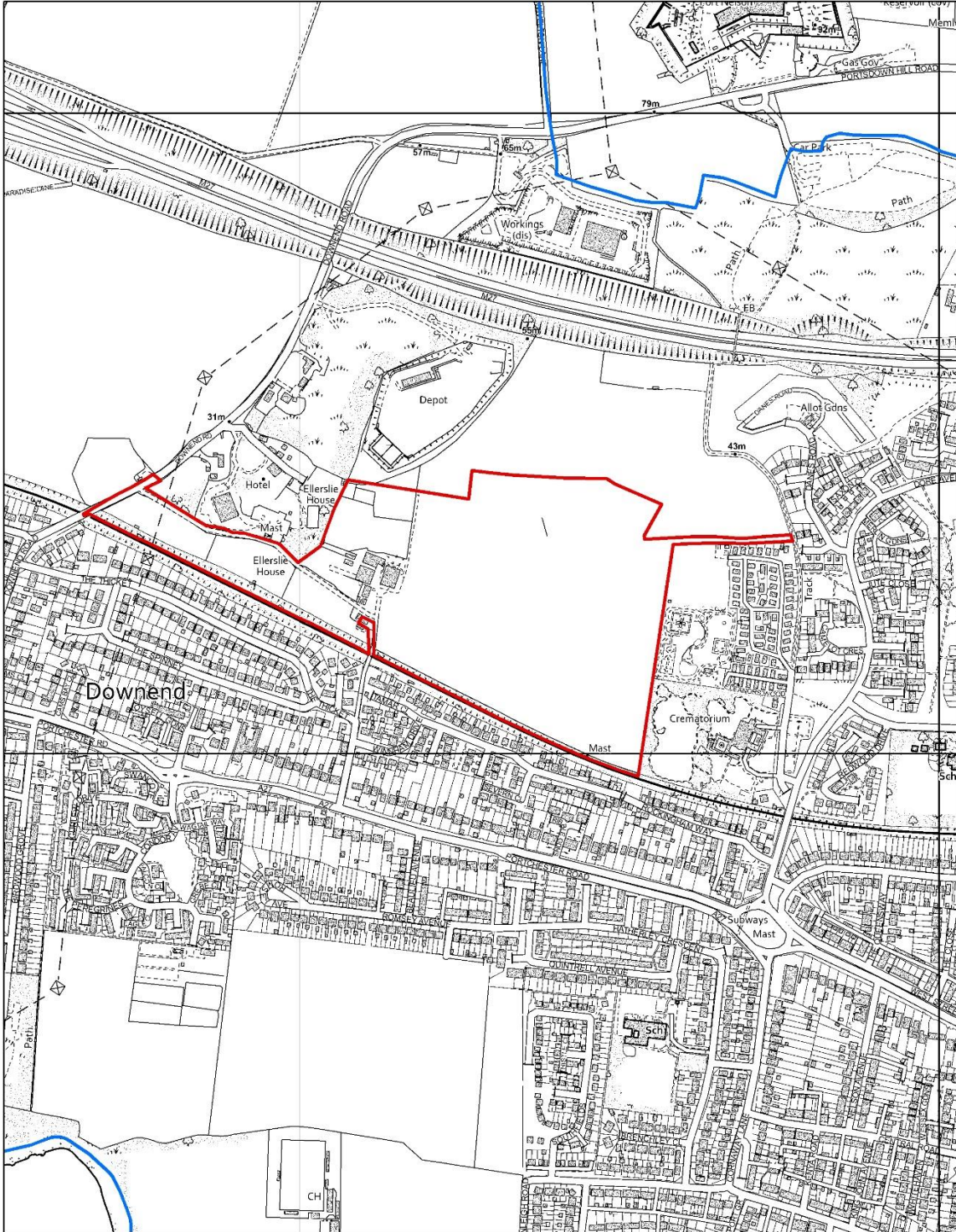
Yours Faithfully,

Ben Clifton  
Strategic Transport Manager



# FAREHAM

BOROUGH COUNCIL



Land East of Down End Road  
Scale: 1:7,500



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## OFFICER REPORT FOR COMMITTEE

DATE:18/11/2020

P/20/1040/FP  
MR BARRY MCNAUGHTON

PORTCHESTER EAST  
AGENT: APPLECORE PDM LTD

SINGLE STOREY REAR EXTENSION, LOFT CONVERSION WITH GABLE BUILD UP, FRONT AND REAR DORMER WINDOWS  
5 KELVIN GROVE, PORTCHESTER

### **Report By**

Emma Marks - direct dial: 01239 824363

### **1.0 Introduction**

1.1 This application has received two letter of objection and been called onto the Planning Committee Agenda at the request of a local ward member, Councillor Roger Price, on the following grounds:

a) the bulk and loss of light to number 3 Kelvin Grove.

### **2.0 Site Description**

2.1 This application relates to a semi-detached bungalow on the southern side of Kelvin Grove which is to the east of Hill Road. The road is made up of various different house types consisting of bungalow, chalet bungalows and full two storey houses. There is a change in level on the site with a drop from north to south.

2.2 The property is within the designated urban area.

### **3.0 Description of Proposal**

3.1 Planning permission is sought for the erection of a rear extension which measure 6 metres in depth from the rear wall of the original dwelling. A loft conversion is also proposed with the building up of a side hipped roof to a gable and the provision of front and rear dormer windows.

### **4.0 Policies**

4.1 The following policies apply to this application:

#### **Adopted Fareham Borough Core Strategy**

CS17: High Quality Design;

#### **Adopted Development Sites and Policies**

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 None

## **6.0 Representations**

6.1 Two letters of representation have been received raising the following concerns: -

- The size of the extension
- Overlooking and loss of privacy
- Accuracy of plans
- Loss of light to garden and my bungalow
- Water run off
- Refuse bin storage
- Southern Water storm drain
- Local Planning policy and character of the surrounding area

## **7.0 Consultations**

None

## **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 neighbouring properties occupiers
- b) Design of the proposal and street scene
- c) Parking
- d) Other matters

### **a) Impact on neighbouring properties occupier**

8.2 Part of the proposal is for a single storey flat roof rear extension at a depth of 6 metres from the rear wall of the original dwelling. The concern has been raised that the extension is too large and will created an impact on the light to the neighbouring property. The neighbour to the east is not attached to the application site and the extension is set 1.3 metres off the party boundary. Whilst it is appreciated that the proposed extension would reduce some direct sunlight to that neighbour's garden and property, it is considered that due to the flat roof design of the extension, the southerly orientation of the gardens

and the distance from the property, it would not create an unacceptable adverse impact on that neighbour.

- 8.3 The adjoining neighbour to the west has a single storey rear addition and the extension would extend 3 metres deeper than that neighbour, which complies with the guidance within the Fareham Borough Design Guidance SPD. Given the presence of the short raised platform to the rear of the proposed extension, and to prevent overlooking into the neighbours to the west of the site, a 1.8 metre high screen would be erected on the western side of the raised platform to protect the amenities of neighbours.
- 8.4 Overlooking and loss of privacy has been raised as a concern by a neighbour to the rear of the property. A distance of 17 metres would be achieved from the rear of the single storey ground floor extension and 23 metres from the rear dormer. The distances achieved exceed the recommended distances within the Fareham Borough Design Guidance SPD and therefore Officers are of the view that an adverse impact on the neighbour's privacy levels would not be created. It is acknowledged that the ground levels drop down to the neighbours to the rear, however, the separation distances exceed the minimum levels of separation, and the first floor dormer window could be created without the need for planning permission.
- 8.5 The other part of the application is for a loft conversion that would build up the side hip to a gable end with a flat roof rear dormer and a smaller flat roof dormer to the front elevation. Officers are of the view that this part of the proposal does not have any adverse impact on the surrounding neighbouring properties, and is characteristic of many other properties in the street scene.

#### **b) Design of the proposal and street scene**

- 8.6 It has been raised that the development is not in character with other extensions within the area. It is not uncommon to find an extension of this size on the rear of properties and whilst there may not be any in the immediate area, its size and orientation to the rear of the property would not have an unacceptable adverse impact on the character of the area.
- 8.7 It is considered that the alterations to the roof to create a loft conversion has been designed in keeping with other properties within the road and would not look out of character within the street scene.

#### **c) Parking**

- 8.8 The alterations proposed to the property will add an extra bedroom resulting in a three-bed property. The number of spaces required for a three-bedroom dwelling is two spaces which can be provided at the frontage of the site. In light of this there are no concerns in relation to parking provision.

#### **d) Other matters**

- 8.9 Concern has been raised about water runoff and that the extension may mean a greater water run-off will go on the neighbour's property. This issue is not a material planning consideration and would be a civil matter that needs to be resolved by the two homeowners. Surface water disposal for the site would remain unchanged from the existing situation.
- 8.10 A further comment was made that there may be issues with where to store the refuse bins once the extension is complete. Access would be retained from the driveway to the rear of the property, and therefore the applicant has confirmed that they proposed to store the bins to the rear of the property.
- 8.11 Additionally, a further concern was raised that there could be a storm drain where the extension is proposed. Drainage details are not considered/control through the planning process and the applicant will need to investigate and seek the relevant approval from Building Control and possibly Southern Water before the works are commenced if there are any drains near the proposal.
- 8.12 Officers are of the view that the application is acceptable, and no part of the development would have an unacceptable adverse impact on the surrounding neighbouring properties or the visual appearance of the area.

#### **9.0 Recommendation**

9.1 GRANT PLANNING PERMISSION, subject to the following Conditions:

1. The development hereby permitted shall be commenced within three years of the date of this decision.  
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 approved documents:
  - a) Proposed Floor Plans – Drawing number: PG5132.20.1 Rev B
  - b) Elevations and Roof Plans – Drawing number:PG5132.20.2 Rev C
  - c) Sections & Notes – Drawing number:PG5132.20.03 Rev BREASON: To avoid any doubt over what has been permitted.
- 3 The development hereby approved shall not be brought into use until the 1.8 metre high privacy screening (as detailed on drawing number:PG5132.20.2 Rev C) has been erected on the western side of the raised platform. The screening shall subsequently be retained at all times.

REASON: To protect the privacy of the occupiers of the neighbouring property and to prevent overlooking.

**10.0 Notes for Information**

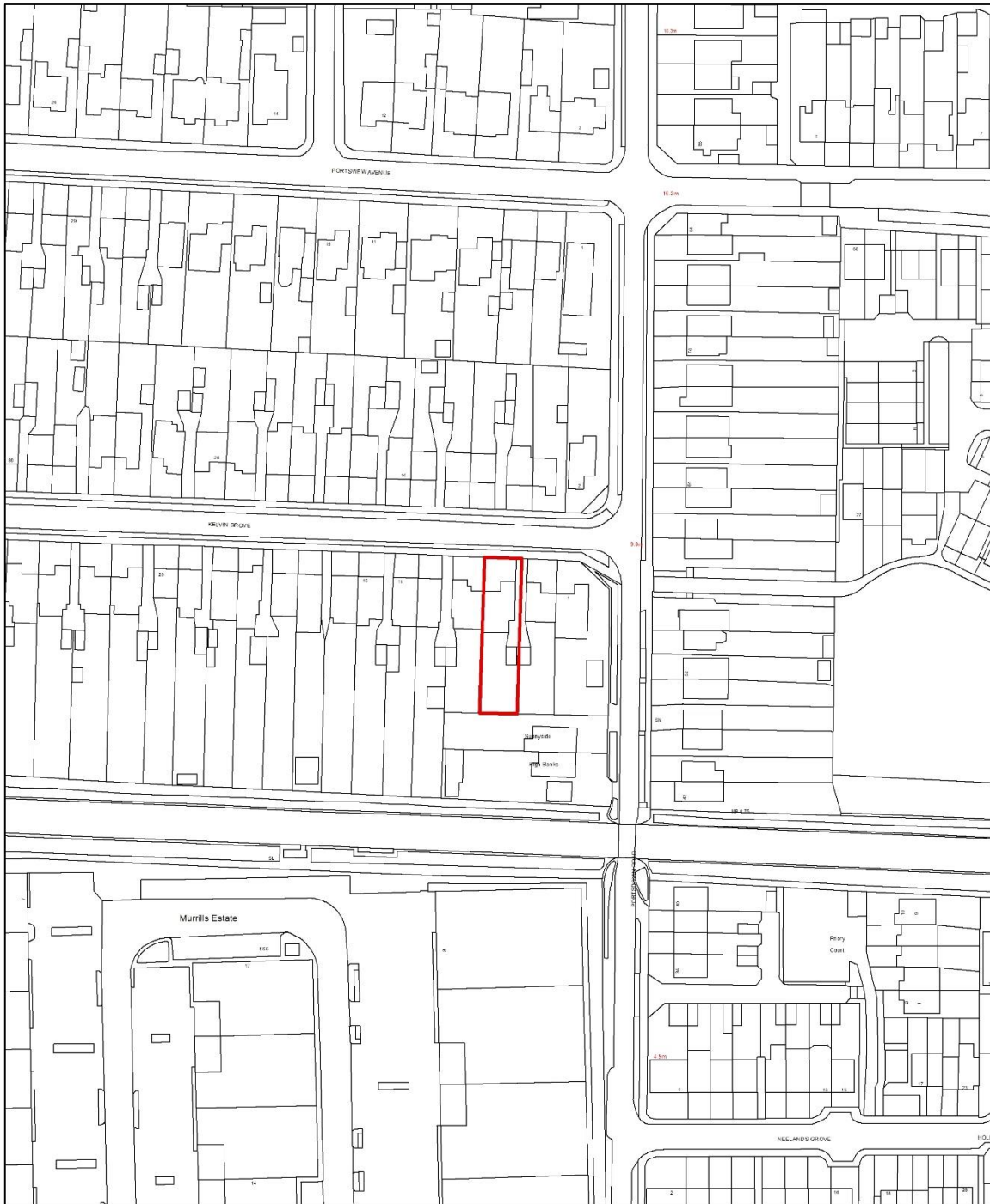
None

**11.0 Background Papers**

P/20/1040/FP

# FAREHAM

BOROUGH COUNCIL



5 Kelvin Grove  
Scale 1:1,250

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## PLANNING APPEALS

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

<b>PUBLIC INQUIRY</b>	<b>ENF/40/19</b> Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	<b>PUBLIC INQUIRY</b> <b>MR KEVIN FRASER</b> The Tithe Barn Mill Lane Fareham PO15 5RB  16 June 2020 <b>AGAINST ENFORCEMENT</b> Resurfacing of car park with tarmac
<b>PUBLIC INQUIRY</b>	<b>P/18/1118/OA</b> Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	<b>PUBLIC INQUIRY</b> <b>Fareham Land LP</b> Land at Newgate Lane (North) Fareham  Non Determined REFUSE PENDING PI DECISION 2 June 2020 <b>NON DETERMINED</b> Outline Planning Permission for the demolition of existing buildings and development of up to 75 dwellings, open space, vehicular access point from Newgate Lane and associated and ancillary infrastructure, with all matters except access to be reserved.
<b>PUBLIC INQUIRY</b>	<b>P/18/1212/LU</b> Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	<b>PUBLIC INQUIRY</b> <b>Borderland Fencing Ltd</b> Borderland Fencing New Road Swanwick Southampton  Officer Delegated Powers REFUSE REFUSE 13 August 2019 <b>AGAINST REFUSAL</b> Lawful Development Certificate for mixed use of the glasshouse for storage & manufacturing (Use Class B8 & B2)
<b>WRITTEN REPS</b>	<b>P/19/0069/LP</b> Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	<b>WRITTEN REPS</b> <b>Mayfair Hampshire Ltd</b> Ellerslie Touring Caravan Park Down End Road Fareham  Officer Delegated Powers  REFUSE 24 June 2020 <b>AGAINST REFUSAL</b> Application for a Lawful Development Certificate for a proposed use of the land for the siting of caravans for the purpose of human habitation including as a person's sole or main place of residence.
	<b>Decision:</b>	<b>ALLOWED</b>

	<b>Decision Date:</b>	<b>2 November 2020</b>
<b>PUBLIC INQUIRY</b>	<b>P/19/0316/FP</b> Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	<b>PUBLIC INQUIRY</b> <b>MR K FRASER</b> The Tithe Barn Mill Lane Titchfield Fareham NAC REFUSE REFUSE 16 June 2020 <b>AGAINST REFUSAL</b> Re-surface car park area with tarmac (retrospective application)
<b>HEARING</b>	<b>P/19/0419/DA</b> Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	<b>HEARING</b> <b>Mr Patrick Cash</b> 137 Newgate Lane Fareham    11 May 2020 <b>AGAINST ENFORCEMENT</b> Unlawful development of two structures
<b>PUBLIC INQUIRY</b>	<b>P/19/0460/OA</b> Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	<b>PUBLIC INQUIRY</b> <b>Bargate Homes Ltd</b> Land at Newgate Lane (South) Fareham Non Determined REFUSE PENDING PI DECISION 2 June 2020 <b>NON DETERMINED</b> Outline planning permission for the demolition of existing buildings and development of up to 115 dwellings, open space, vehicular access point from Newgate Lane and associated and ancillary infrastructure, with all matters except access to be reserved.
<b>WRITTEN REPS</b>	<b>P/19/0925/FP</b> Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	<b>WRITTEN REPS</b> <b>Mr Anthony Lawrence</b> Turret House Hospital Lane Portchester Fareham Committee REFUSE REFUSE 11 August 2020 <b>AGAINST REFUSAL</b> Detached dwelling with parking & access from Hospital Lane and associated landscaping & drainage works
	<b>Decision:</b> <b>Decision Date:</b>	<b>DISMISSED</b> <b>2 November 2020</b>
<b>WRITTEN REPS</b>	<b>P/19/1017/DA</b> Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged:	<b>WRITTEN REPS</b> <b>Mrs Alicia Bayer</b> Land at Woodcote Lodge 6 Bridgefoot Drive Fareham APL REFUSE 23 April 2020

	Reason for Appeal:	<b>AGAINST ENFORCEMENT</b> Unlawful material change of use of the land from residential use (use Class C3) to a mixed use comprising residential use and use for car sales and car storage (use Classes C3 and Sui Generis) - Enforcement Notice served on 15 April 2019
	<b>Decision:</b>	<b>DISMISSED</b>
	<b>Decision Date:</b>	<b>19 October 2020</b>
<b>HH APPEAL SERVICE</b>	<b>P/19/1073/TO</b> Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	<b>HH APPEAL SERVICE</b> <b>Mr Moon</b> 6 Alum Way Fareham Officer Delegated Powers REFUSE REFUSE 4 December 2019 <b>AGAINST REFUSAL</b> T14 Lime: Fell due to excessive shading and replant an Acer in its place.
<b>HH APPEAL SERVICE</b>	<b>P/19/1096/TO</b> Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	<b>HH APPEAL SERVICE</b> <b>Mr Ian Collins</b> 4 CROFTON LANE FAREHAM Committee REFUSE REFUSE 20 March 2020 <b>AGAINST REFUSAL</b> T1 Monterey Pine protected by TPO 545: Fell
<b>WRITTEN REPS</b>	<b>P/19/1319/FP</b> Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	<b>WRITTEN REPS</b> <b>Mr G Uffendell</b> Westering Posbrook Lane Titchfield Fareham Officer Delegated Powers REFUSE REFUSE 3 July 2020 <b>AGAINST REFUSAL</b> Sever land and erect a detached bungalow with parking and shared vehicular access
	<b>Decision:</b>	<b>DISMISSED</b>
	<b>Decision Date:</b>	<b>4 November 2020</b>
<b>PUBLIC INQUIRY</b>	<b>P/20/0009/DA</b> Appellant: Site: Decision Maker: Recommendation: Council's Decision: Date Lodged: Reason for Appeal:	<b>PUBLIC INQUIRY</b> <b>Borderland Fencing Ltd</b> Borderland Fencing New Road Swanwick Southampton  PENDING PI DECISION 17 July 2019 <b>AGAINST ENFORCEMENT</b> Unauthorised expansion of site and breach of conditions
<b>WRITTEN REPS</b>	<b>P/20/0266/FP</b> Appellant: Site: Decision Maker:	<b>WRITTEN REPS</b> <b>Mr &amp; Mrs Miller</b> 310 Botley Road Burrridge Southampton Officer Delegated Powers



Recommendation:  
Council's Decision: REFUSE  
Date Lodged: 16 September 2020  
Reason for Appeal: **AGAINST REFUSAL**  
Erection of Detached Bungalow & Use of Existing Annexe  
as Ancillary Building

**WRITTEN  
REPS**

**P/20/0267/FP**  
Appellant:  
Site:  
Decision Maker:  
Recommendation:  
Council's Decision:  
Date Lodged:  
Reason for Appeal:

**WRITTEN REPS**

**Mr & Mrs Miller**  
310 Botley Road Burridge Southampton  
Officer Delegated Powers

REFUSE  
16 September 2020  
**AGAINST REFUSAL**  
Erection of Detached Two Storey Dwelling following  
Demolition of Existing Annexe

**WRITTEN  
REPS**

**P/20/0298/FP**  
Appellant:  
Site:  
Decision Maker:  
Recommendation:  
Council's Decision:  
Date Lodged:  
Reason for Appeal:

**WRITTEN REPS**

**The Executors of E.D. Jowett**  
The Old Forge 251 Bridge Road Lower Swanwick  
Fareham

Officer Delegated Powers

REFUSE

REFUSE

19 October 2020

**AGAINST REFUSAL**

Demolition of existing garage/workshop and construction  
of 3 Bedroom detached dwelling with associated parking