

OFFICER REPORT FOR COMMITTEE

Date: 10/10/2018

P/17/0998/OA

LAND & PARTNERS LTD

WARSASH

AGENT: BRYAN JEZEPH
CONSULTANCY

OUTLINE APPLICATION FOR UP TO 157 DWELLINGS WITH ACCESS FROM BROOK LANE AND LOCKSWOOD ROAD, ASSOCIATED OPEN SPACE, SUSTAINABLE DRAINAGE AND LANDSCAPING.

LAND TO THE EAST OF BROOK LANE AND WEST OF LOCKSWOOD ROAD
WARSASH SOUTHAMPTON SO31 9FG

Report By

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Introduction

Members' attention is drawn to the report at the beginning of this Committee agenda titled "Consideration of planning applications on this Agenda."

This planning application was first considered at the Planning Committee meeting on the 23rd May 2018. Following consideration of all relevant planning matters, Members resolved to grant planning permission for the proposal subject to the prior completion of a planning obligation and the imposition of relevant conditions.

The following report is an updated version of the report presented to the Planning Committee on the 23rd May, 2018. The main updates made to the report can be summarised as followed:

- The "Updates" report presented on the 23rd May has now been incorporated into the report. This related to three further letters of representation.
- One further representation received after the Planning Committee meeting has been incorporated into the Representations section.
- An update has been included relating to self/custom build.
- The section of the report titled "Implication of Fareham's Current 5 Year Housing Land Supply Position (5YHLS)" has been updated to reflect the requirements of the revised National Planning Policy Framework (NPPF) and the implications of the recent judgment of the Court of Justice of the European Union (CJEU).
- The section of the report titled "Loss of agricultural land" has been updated to reflect the requirements of the revised NPPF.
- Confirmation that an Appropriate Assessment has been undertaken, and that any adverse impacts from the development can be mitigated, has been inserted into the Ecology Section of this report.
- The section of the report titled "The planning balance" has been updated to reflect the requirements of the revised NPPF and the implications of the recent judgment of the Court of Justice of the European Union (CJEU).

Site Description

The application site comprises various parcels of land which have historically been in horticultural use; some areas of horticultural activity remain on site. Currently there are glass houses (some in disrepair) and polytunnels on parts of the site as well as areas of hardstanding and overgrown grassland. The site measures approximately 6.60 hectares in size. In the southeast corner of the site, most of the trees are the subject of a Tree Preservation Order. Residential and commercial premises adjoin parts of the perimeter boundaries of the site.

The site is identified within the policies maps of the adopted local plan as being outside of the defined urban settlement boundary and therefore for planning purposes designated as countryside. The site is located to the northeast of Warsash Village Centre. It fronts both Lockwood Road to the east and parts of Brook Lane to the west.

Description of Proposal

Outline planning permission is sought for the construction of up to 157 dwellings on the site. All matters are reserved apart from the means of access to the site which is proposed from Book Lane and Lockwood Road.

A number of supporting documents, including, ecological reports, transport assessments, Contamination Desk Study and Preliminary Risk Assessment, Flood Risk Assessment and Surface Water Drainage Strategy, Tree report have been submitted. A master plan has been submitted for illustrative purposes only to show how the site might be laid out.

The proposal incorporates the provision of 5 self-build dwellings within the southeast corner of the site.

Policies

The following policies apply 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

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

Fareham Borough Design Guidance Supplementary Planning Document (Excluding Welborne) 2015

Planning Obligation SPD for the Borough of Fareham (excluding Welborne) (April 2016)

Residential Car and Cycle Parking Standards (2009)

Relevant Planning History

None

Representations

One hundred and eighty three objection comments have been received and three of support. Of the objection comments, eleven persons have commented more than once from the same email address. Eighteen of the letters of objection have provided an incomplete or no postal address.

Contrary to Local Plan

The site is designated countryside

Loss of gap between Locks Heath and Warsash

Reduction in green space

Welborne is about to start so this housing is not needed

Loss of agricultural land

Dangerous precedent

Overdevelopment of the village

Density out of character with village

Loss of privacy

Loss of light and overshadowing

Noise and air quality issues, light pollution

2.5 - 3 storey buildings should be challenged

The new chalet bungalow fronting Brook lane should not have primary windows on its north elevation

Social problems due to percentage of affordable housing

Antisocial behaviour

Development rear of 81 Warsash Road should be sympathetic

The use of the boundary land between 52 & 56 Brook Lane is unclear - additional pedestrian access is not needed

Additional traffic on local roads
Impact on highway safety
Adequate visibility should be maintained for the new estate road and adjacent private accesses
Impact upon the access to and from 4 Barnes Lane
Proximity to railway station not suitable for cycling
Impact on infrastructure and amenities
Warsash is not designed to cater for extra residents
Local doctors, dentists and schools cannot cope
Amenity tip will not be able to cope
Bus service is poor in the village
Can gas, electric and other services cope
Major risk of flooding
Who will pay for sewer upgrades
A small number of dwellings have legal rights over the track onto Warsash Road
The track between Greenaway Lane and Warsash Road should be closed to through traffic
Potential for an increase in pedestrian, cycle and motor cycles using the track between Greenaway Lane and Warsash Road
Increased security risk as there is no CCTV along the dark private lane between Greenaway Lane and Warsash Road
The recent consultation showed a nursing home but this has been removed
Impact on wildlife
Bird and bat boxes are welcomed but there are not enough
Loss of trees
Impact on pedestrians
All the developments within this area should be considered together
Impact on existing property value.

Since the publication of this report, three further representations were received which raised the following concern:

The proposed highway mitigation works (mini roundabout at the bottom of Barnes Lane) will create a traffic hazard.

The cumulative effect of this planning application and all other planning applications for sites in and around Brook Lane and Lockswood Road must be considered. It cannot be considered in isolation. There needs to be a master plan bringing all aspects of highways and access for all sites together.

That we must be approaching a thousand new dwellings for Warsash now, concern over process and that arguments not taken into account.

Comments from Warsash Victory Hall Management Committee:

The trustees object to the application for the following reasons:

The proposal is contrary to planning Policy

The development will have an adverse effect on the landscape and character of Warsash

Creeping urbanisation and loss of green space will ruin the rural look and feel of the village

We are concerned about the number of vehicles reaching the already congested pinch points along Brook and Barnes Lane

Local infrastructure is stretched to capacity

None of the applications provide any form of integrated street planning and ignores other developments

Supporting comments:

Not against more affordable housing to help youngsters to be able to afford to live in Warsash.

The photos submitted by a third-party objector (in respect of congestion) are not connected to Warsash.

Arguments about infrastructure of roads, doctors, dentists and traffic are not valid points for refusal

Not too much in the way of disturbance to most local people.

Land not largely being used for agriculture and much of land and buildings left to decay beyond economical refurbishment

Most of the new buildings would not have any visual impact in the area, wildlife been catered for, open spaces very pleasing

PETITION (signed by 2,390 people)

Members attention is also drawn to the fact that a petition has been received in response to the draft local plan consultation. It is titled "STOP the building of 1500 new homes in Warsash, Locks Heath, Park Gate and Titchfield Common" and includes the following Statement:

We the undersigned petition the council to Stop the building of 1500 new homes in Warsash, Locks Heath, Park Gate and Titchfield Common. Whilst it is appreciated that the task is not an easy one, there are many sites that we believe the council should be looking at that are more suitable than Warsash and the Western Wards, such as Newlands Farm. We also request that FBC look at SHLAA Ref 3127 and the surrounding area of Fareham north and east of the town centre. This appears to be a prime location as it already has direct access to the motorway and easy access to the public transport links in Fareham town centre and three senior schools. Fareham centre is also an ideal place for leisure facilities, and has space for doctors etc. to service the needs of any new houses. It would inject a new lease of life into what is already an established but underused town that is essentially being allowed to slide into disrepair.

Justification:

Below are the sites that we are protesting about.

HA1 - North and South of Greenaway Lane, Warsash - 700 dwellings

HA3 - Southampton Road, Titchfield Common - 400 dwellings

HA7 - Warsash Maritime Academy, Warsash -100 dwellings

HA9 - Heath Road, Locks Heath- 71 dwellings
HA11- Raley Road, Locks Heath- 49 dwellings
HA13- Hunts Pond Road, Titchfield Common- 38 dwellings
HA14 -Genesis Community Youth Centre, Locks Heath - 35 dwellings
HA15 -Beacon Bottom West, Park Gate -30 dwellings
HA17 -69 Botley Road, Park Gate -24 dwellings
HA19- 399 - 409 Hunts Pond Road, Titchfield Common- 22 dwellings

Traffic in this area is already at a gridlock during peak hours and since the new Strawberry Fields, Hunts Pond and Coldeast developments it has doubled the time for people to get to work. Improvements on major roads and motorways will try and ease congestion but it's not satisfactory as residents will not be able to actually get to these major roads. Local roads such as Brook Lane, Osborne Road, Warsash Road and Barnes Lane cannot be made wider, they were built to service the traffic and community of small villages and the resulting influx of 3000+ cars in such a small square area will lead to more accidents. Warsash specifically is on a peninsular and the only roads in and out are Brook Lane and Warsash Road. Emergency vehicles will be unable to ensure safe response times - during rush hour it is likely they will not have space to get to their destination. The consequences will be catastrophic. Flooding is inevitable especially with recent climate changes; residents in local back garden developments are already experiencing this. Fareham is presently in trouble for poor air quality due to the amount of rush hour traffic. Bring another 3000+ cars in to the Western Wards and there will be more cases of asthma, lung disease and related illnesses - all for the surgeries with not enough resources to treat. Doctors, schools, hospitals and emergency services are already stretched to breaking point. If the plans go ahead there will be hundreds of children needing school places. New schools might take pressure off the overcrowded ones - then the influx of new children will put it back on again. Children walking to Brookfield already face a perilous journey due to the amount of traffic on Brook Lane. Brook Lane, Lockswood, Jubilee and Whiteley surgeries struggle to cope with the amount of patients they have. They wait an unacceptable amount of time for routine appointments (1 month plus) and often have very long waits when they get to there (30 minutes plus). Emergency appointments are becoming harder to book as there are not enough doctors or time. The very young, elderly and chronically ill are already vulnerable and bearing the brunt of this - add another 1,500 homes and these overstretched surgeries will be at crisis point. There will be an increased need for care homes, for which there is just no space. Residents' health will be at risk and possibly their lives. Warsash is a place of outstanding natural beauty and home to precious wildlife such as badgers, bats and deer. The greenfield land proposed as the area for development also provides a defined strategic gap from neighbouring villages. Residents have the right to breathe clean air, have facilities, space and sufficient infrastructure and the assurance that emergency vehicles have access and can meet response times in life threatening situations. We genuinely fear for the health and safety of people in the Western Wards.

Consultations

EXTERNAL

Natural England - advise that the site is within 5.6km of the Solent and Southampton Water Special Protection Area (SPA) and will lead to a net increase in residential accommodation. Natural England is aware that Fareham Borough Council has adopted a planning policy to mitigate against adverse effects from recreational disturbance on the Solent SPA sites, as agreed by the Solent Recreation Mitigation Partnership (SRMP) and advise that an appropriate planning condition or obligation is attached to any planning permission to secure this measure.

Natural England also recommends that this application is supported by a Biodiversity Mitigation and Enhancement Plan (BMEP), or equivalent that has been agreed by the Hampshire County Council (HCC) Ecologist.

Natural England also encourage the incorporation of Green Infrastructure into the development.

Since the CJEU judgment, Natural England has confirmed to the Council that in cases where the necessary avoidance and mitigation measures are limited to collecting a funding contribution that is fully in line with an agreed strategic approach for the mitigation of impacts on European Sites then, provided no other adverse impacts are identified by this authority's Appropriate Assessment, the authority may be assured that Natural England agrees that the Appropriate Assessment can conclude that there will be no adverse effect on the integrity of the European Sites. In such cases Natural England will not require a Regulation 63 appropriate assessment consultation.

Hampshire County Council - Ecology

Ecological Networks

Fareham Borough Council has identified that the block of largely undeveloped land which extends east of Brook Lane supports habitats which function as ecological stepping stones which support established designated sites within the local area. The maintenance and enhancement of networks which buffer and link established sites whilst also enabling species to disperse and adapt to climate change is supported by Policy CS4 Green Infrastructure, Biodiversity and Geological Conservation of the Fareham Local Plan. In addition, Policy DSP13: Nature Conservation states that development may be permitted where it can be demonstrated that the proposal would not prejudice or result in the fragmentation of the biodiversity network.

Ongoing dialogue with the applicant has resulted in the inclusion of a number of SUDS features and hedgerow planting in the central area of the site to ensure ecological networks/badger corridors connectivity in a north-south direction which is considered acceptable. Further information has been provided in respect of Ecological Networks/Badger corridors along the boundaries and in the central section of the site which has overcome the Ecology officer original concerns. The Ecology Officer has requested that 3m corridors along all boundaries are secured through a Section 106 agreement to ensure that they are provided at the reserved matters application stage.

Badgers

No badger setts have been recorded within the application site, however, evidence of foraging and territorial behaviour have. The Ecology officer agrees that much of the existing site is composed of buildings and hard standing, therefore the proposal is unlikely to result in a net loss of foraging habitat. The original concern over the loss of opportunity for badgers to move through the site and access adjacent resources and the corridors have been addressed as above.

Bats

The Ecology officer is satisfied with the survey effort and conclusions.

Reptiles

A medium population of slow-worm and a low population of common lizard have been recorded within the site. The application is supported by a detailed and professional reptile mitigation strategy which proposes the translocation of the identified populations to Land South of Dibles Road SINC which is managed by FBC. This is an appropriate strategy for the site and the Ecology officer recommends that the provision of two additional hibernacula detailed within the submitted strategy is suitably secured.

Solent SPAs

The development will result in a net increase in residential dwellings within 5.6km of the Solent Special Protection Areas (SPAs). This distance defines the zone identified by recent research where new residents would be considered likely to visit these sites. The SPAs support a range of bird species that are vulnerable to impacts arising from increases in recreational use of the sites that result from new housing development. To address this issue, Fareham Borough Council has adopted a strategy whereby a scale of developer contributions has been agreed that would fund the delivery of measures to address these issues.

The Ecology officer has therefore raised no objection subject to planning conditions and a Section 106 legal agreement.

Hampshire County Council (Archaeology) - The response largely endorses the submitted archaeological desk based assessment which indicates a moderate potential to encounter archaeological remains. However, the archaeological potential should also include the potential to encounter settlement or funerary remains as the Iron Age ditch to the north was regarded as likely to be associated with settlement, and Bronze Age cremations have been found to the north, east and south east. Recommends archaeological planning conditions should be attached to secure a preliminary archaeological survey using trenching and appropriate mitigation recording for archaeological remains.

Hampshire County Council (Lead Flood Authority, LFA) - Following the submission of further information with regard to surface water drainage, the LFA are satisfied that the general principles are acceptable and recommend that further information be submitted as part of a more detailed design phase.

Hampshire County Council - Highways - Accesses are proposed from both the eastern side of Brook Lane and the western side of Lockwood Road; the Transport Assessment and Transport Plan have been reviewed in addition to an addendum transport assessment.

Accident Data - Updated accident data has been provided. Whilst accidents are apparent on the surrounding network, measures are already in place through Hampshire County Council's safety engineering programme to mitigate these. In addition, mitigation at key junctions such as the A27 Brook Lane roundabout which suffer from accident patterns are subject to improvement through financial contribution as a result of the development. It is therefore considered that suitable accident mitigation measures have either already been provided, or can be provided by the development.

Sustainable travel improvements - A commitment has been made that during the reserved matters application a suitable route through the site for cyclists would be incorporated within the design. A condition should be placed on any planning permission requiring a direct and safe cycle route between Lockwood Road and Brook Lane to be provided within the site layout. Drawing number 020.0211.007 Rev D has been provided demonstrating a footway connection from the site to Warsash Road and to Greenaway Lane.

Public Transport - The closest bus stop to the site is approximately 250m from the south of the site entrance along Brook Lane and 350m to the eastbound bus stop. From significant parts of the site the walking distance will be in excess of the recommended 400m. The nearest railway station is Swanwick, located approximately 3.5km from the site which is within the 5km maximum cycle distance for commuting trips but in excess of the 2km recommended walking distance. Additional bus stop provision has been agreed with the service provider.

The submitted Travel Plan meets the minimum standards and is acceptable as a framework travel plan. A commitment has been made for the travel plan coordinator to undertake liaison with the bus companies regarding frequency and routing. This measure is welcomed and should be taken forward within the full travel plan to increase service provision if commercially viable.

Access from Lockwood Road - (Drawing 020.0211.007 Rev D) A safety audit for the access works has been provided and the principle of this access arrangement is agreed. Visibility splays at 120m to the north and 70m to the south with a set-back of 4.5m are deemed acceptable.

Access from Brook Lane - (Drawing 020.0211.014 Rev C). The access would provide 59m visibility splays. It has been confirmed by the applicant within the Addendum TA that the existing driveway access to the north of the proposed access will be closed off. A safety audit for the access works has been provided and has not raised any issues for consideration. The revised tracking drawings are deemed acceptable.

No further assessment has been undertaken regarding existing on street parking and the Addendum TA does not make reference to this matter. There is a potential

need for a Traffic Regulation Order to ensure visibility splays are maintained; this should be secured via a legal agreement.

Trip Generation and distribution - Further information was provided during the course of the application; this is considered acceptable.

Junction Mitigation - Brook Lane/Barnes Lane junction improvements. Outside of this application, work has been undertaken to identify appropriate schemes to mitigate the impact of the development within this area. It is considered appropriate that this development contributes a proportionate amount to off-site highway improvements to effectively mitigate the impact of the development traffic on the network. A contribution is therefore sought from the applicant to mitigate the impact at the following junctions:

- Barnes Lane/A27 junction
- Brook Lane/Lockwood Road Roundabout
- Brook Lane/A27 junctions
- Brook Lane/Barnes Lane

The Highway Authority have no objection to this application subject to a Section 106 legal agreement and planning conditions to secure:

Delivery of site access works to Brook Lane and Lockwood Road via S278 agreement as shown in drawings 020.0211.014 Rev C and 020.0211.007 Rev D.

Transport contribution towards improving access to the A27 from the development site based on the impact of the development.

Submission (by the developer) and approval (by the Highway Authority) of a Travel Plan in accordance with the HCC 'Developer related travel plan guidance' prior to commencement.

Payment (by the developer) of HCC fees in respect of approval (£1500) and monitoring (£15,000) of the Framework Travel Plan prior to commencement;

Provision of a bond, or other form of financial surety, in respect of the measures within the Travel Plan.

Payment towards a TRO on Brook Lane and Lockwood Road to install parking controls if necessary.

Hampshire County Council - Education - The development area lies within the catchment area of Hook with Warsash Primary School. This school is full as are others in the area. This development coupled with others in the locality will lead to a demand in excess of one form of entry (210 places) and as such a strategic expansion programme is required to meet this demand, namely a one form of entry (210 places) expansion of a local school.

Discussions have taken place with Sarisbury Infant and Junior Schools and Hook with Warsash Primary School; it is planned that one of these schools is expanded. Further discussion will take place to establish which school should be

expanded. It is possible that consideration will be given to a half form expansion (105 places) between the schools. In terms of Section 106 agreements then both sets of schools should be named. The wording on the S106 should state about investment in infrastructure at the schools rather than specifically focus on additional places so flexibility will exist in being able to respond to the most appropriate accommodation need. For clarity of likely costs and accommodation provided: A one form of entry expansion would provide the following accommodation, albeit further viability work is needed with the schools to establish a full accommodation brief.

- 7 classrooms
- Additional toilets
- Specialist teaching space could be required such as music/drama
- Small group rooms for teaching
- Plant and server rooms
- Circulation space
- Additional external provision for had play, access paths etc.
- Additional landscaping
- Additional car parking

A financial contribution should be secured towards the provision of these educational improvements.

Southern Water Services - No objection subject to condition and informative

Crime Prevention Design Officer - Provided comments and recommendations in respect of the layout of the development and vulnerability of the properties to crime and anti-social behaviour.

With regard to the apparent aspiration to provide a north / south pedestrian / cycle route from Greenaway Lane to Warsash Road, with part of the route running through this development, the Crime Prevention Design officer advised that such routes do increase the opportunities for crime and anti-social behaviour. To reduce the opportunities for crime and anti-social behaviour it is important that such footpaths / cycle routes are well overlooked by the nearby dwellings, any planting adjacent to the footpath is kept low so as to provide for visibility along the footpath and to ensure that the planting does not provide a place in which a person might lay in wait.

There appears to be little natural surveillance of a number of rear parking courts; it is recommended that all parking is within curtilage or that good natural surveillance of the parked vehicles is provided from overlooking dwellings to include appropriate lighting of car parks during the hours of darkness.

With regard to dwellings which appear to have access to the rear garden via a rear access footpath or from a parking area, the consultee advised that proportionate security measures should be a central consideration to the planning and delivery of new developments and therefore recommended rear garden access gates be fitted with a key operated lock that operates from either side of the gate and that for the safety and security of residents and visitors, appropriate lighting installed.

Officers advise that these matters would be considered as part of a future reserved matters application.

INTERNAL

Transport Planner - Advised that the internal layout must conform with the principles of Manual for Streets and the Residential Parking Standards SPD. The consultee advised that the southern section of the private track, linking to Warsash Road, should be closed off to pedestrians and to vehicles other than those associated with existing dwellings.

Consideration should be given in the site layout to the need for an emergency/bus link between the two parts of the development.

Trees - Detail will be required in terms of a resilient and sustainable tree planting and landscaping scheme for the public realm and private amenity spaces. Raises no objection. Officers advise that the landscaping of the site would be the subject of a future reserved matters application.

Refuse and waste - The developer will need to have regard to the Council's waste and recycling collection guidance.

Environmental Health (Contamination) - No objection subject to planning condition.

Head of Housing and Benefits - No objection but requests it to be noted that approximately one third of the 3 and 4 bedroom affordable rented dwellings should be constructed to Part M4 Category 3 of the Building Regulations standards which relates to wheelchair user dwellings.

Planning Considerations

- a) Implication of Fareham's current 5-year land supply housing supply position (5YHLS)
- b) Residential development in the countryside
- c) Policy DSP 40
- d) Local Infrastructure
- e) Other matters
- f) The planning balance

A) IMPLICATION OF FAREHAM'S CURRENT 5 YEAR HOUSING LAND SUPPLY POSITION (5YHLS)

Members' attention is drawn to the report titled "Five year housing land supply position" elsewhere on this agenda. That report sets out this Council's local housing need along with this Council's housing land supply position. The report concludes that this Council has 4.95 years of housing supply against the new 5YHLS requirement. Based on the previous resolution of Members, that housing supply of 4.95 years currently includes the dwellings proposed by this planning application.

Members' attention is also drawn to the report titled 'How proposals for residential development should be considered in the context of this Council's 5 year housing land supply position', which is provided elsewhere in this agenda.

In the absence of a five year supply of deliverable housing sites, officers consider that policy DSP40 is the principal development plan policy that guides whether schemes will be considered acceptable.

B) RESIDENTIAL DEVELOPMENT IN THE COUNTRYSIDE

Policy CS2 (Housing Provision) of the adopted Core Strategy states that priority should be given to the reuse of previously developed land within the urban areas. Policies CS6 (The Development Strategy) 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.

Policy CS14 of the Core Strategy states that:

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

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

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

C) POLICY DSP40

Local Policy DSP40 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.

Each of these five bullet points are considered further below.

POLICY DSP40 (i)

The proposal for up to 157 dwellings is relative in scale to the 5YHLS shortfall and therefore bullet point i) of Policy DSP40 is satisfied.

POLICY DSP40 (ii)

The second test of Policy DSP40 is that "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".

The application site is in close proximity to the defined settlement boundary of Warsash and to leisure and community facilities, schools and shops.

The illustrative masterplan demonstrates that the overall layout and form of the development could be designed to be sympathetic with the existing properties and commercial premises which adjoin the site and development located further to the east of Lockswold Road, to the south in Warsash Road and the wider landscape beyond. Up to 157 houses are proposed which equates to an average net density of 35 dwellings per hectare. The detailed reserved matters application would need to demonstrate and ensure that the scheme complies with the Fareham Borough Design Guidance Supplementary Planning Document (Excluding Welborne). This would ensure appropriate amenity for future occupiers and existing neighbouring property occupiers.

Subject to the layout of the site and design form and how it might relate to the surrounding built form, officers consider that the development of up to 157 units could be accommodated on this site.

In terms of the sustainability of the site, the Highway Authority are satisfied with the location of the site and that measures to improve connectivity (cycling and walking) and a Travel Plan can be secured through the imposition of a Section 106 legal agreement and planning condition.

It is therefore considered that the development would be sustainably located and can be well integrated with the neighbouring settlement in accordance with point ii) above.

POLICY DSP40 (iii)

The third test is that "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".

The site is not located with a designated strategic gap. It is however located within designated countryside where Policy CS14 of the adopted Fareham Borough Core Strategy confirms that built development will be strictly controlled to protect it from

development which would "adversely affects its landscape character, appearance and function".

In assessing the impact on the landscape character of the area, due regard has been given to The Fareham Landscape Assessment 2017 (which is part of the evidence base for the published draft Fareham Local Plan 2036).

The site lies within the Lower Hamble Valley (LCA2), Warsash Nurseries. In respect of sensitivity to development, the assessment states that " the abandonment of many glasshouses suggests that such enterprises are in decline, and the evidence of dereliction and lack of management of buildings and land has an adverse effect upon the quality and condition of the landscape. The character and quality of the landscape has already been affected by urban influences and landscape value is relatively low and, therefore, tolerant of change. The presence of a good structure of woodland, hedgerows and trees provides opportunities for integration of new buildings within the existing field pattern, without significant adverse effects upon landscape resources."

The site is currently viewed from adjoining residential and commercial properties in Brook Lane and a track located to the east of the site which runs north to south from Greenaway Lane to Warsash Road. The reduction in the proposed number of units would result in a proposal of 35 dph which has improved the spaciousness of the scheme and would allow for appropriate landscaping. Where possible valuable landscape features would be retained and the development could be further mitigated by reinforcing green corridors of vegetation and greenspace.

It is acknowledged that there will be a change in the character of the site when viewed from the immediate vicinity and particularly from the proposed new access formations and that the outlook from adjoining properties would change if the proposal were to go ahead.

Officers consider that the site does not currently make a significant contribution to the setting of the area and that the change in character would primarily have a localised visual impact which can be sensitively designed to minimise any adverse impact. The visual impact from longer distance views would be limited due to existing built form and vegetation.

The proposal would therefore satisfy point iii) of Policy DSP40 and comply with policies CS17 and DSP1.

POLICY DSP40 (iv)

In terms of delivery, it is anticipated that 20 - 25 units could be constructed in 2019/2020, 35-45 in the following years. However, the planning agent has requested that the Council consider a 2 year timescale within which to submit the reserved matters applications with the development to then commence within one year of the date of the last of the approved reserved matters. This is due to the applicant needing to sell the site to a developer.

In taking account of DSP40 and the current 5-year housing land supply position, officers recommend that the timescale for the submission of reserved matters should

be 18 months with the development implemented within 12 months of the last of the approved reserved matters.

POLICY DSP40 (v)

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

Parts of the site are classified as Grade 1, Grade 2, and Grade 3b agricultural land which CS16 seeks to prevent the loss of. Parts of the site are not classified.

Paragraph 170 of the National Planning Policy Framework advises planning decisions should recognise the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality

The conflict with Policy CS16 needs to be considered in context with advice within the NPPF which does not place a bar on the development of best and most versatile agricultural land. Therefore the development opportunity needs to be balanced against the potential harm. It is acknowledged that much of the site comprises hard surfaced areas and polytunnels and that the scale of permanent loss would be limited. The loss of agricultural land will be discussed further in the planning balance section of this report.

ECOLOGY

As evidenced within the comments received from Natural England and the Ecology Officer, sufficient information has been submitted to assess the impacts of the proposal on biodiversity matters and the consultees raise no objection subject to the imposition of planning conditions and appropriate mitigation.

To fulfil the requirement under the Habitat Regulations, Officers have carried out an Appropriate Assessment in relation to the likely significant effects on the coastal Special Protection Areas (SPAs) and have concluded that the application's compliance with the Solent Recreation Mitigation Strategy means that there will be no adverse effect on the integrity of the designated sites.

If planning permission is granted, officers are satisfied that the proposal would be acceptable from an ecological perspective subject to planning conditions and a Section 106 planning obligation in accordance with Core Strategy policy CS4, CS20, and policies DSP13, DSP15, DSP40 (v), of the Local Plan Part 2.

AMENITY

The proposal is in outline form with matters of scale, appearance and layout reserved for consideration later. At the reserved matters stage, the detailed layout and scale would need to be policy compliant to ensure no unacceptable adverse impact on the amenity of neighbouring residents. Officers are satisfied that the development would be acceptable in accordance with Core Strategy policy CS17 and Local Plan Part 2 policies DSP40 (v) and DSP3.

HIGHWAYS

In relation to traffic generation and highway implications; sufficient information has been submitted to consider the proposal. Officers are therefore satisfied that subject to appropriate mitigation and planning conditions, the development of this site would be acceptable from a Highway perspective.

Taking account of the above, Officers are satisfied that the proposal would not have any unacceptable amenity or traffic implications and would therefore comply with criterion v of Policy DSP40 of Local Plan Part 2 and Policy CS5 of the Core Strategy.

D) LOCAL INFRASTRUCTURE

The strength of local concern relating to the impact of the development on schools, doctors, dentists and other services in the area is acknowledged. The Education Authority have requested a contribution towards school provision which can be covered by a Section 106 legal agreement.

In respect of the impact upon doctors/ medical services, the difficulty in obtaining appointments 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. Therefore, a refusal on these grounds would be unsustainable.

E) OTHER MATTERS

PROVISION OF SELF-BUILD AND CUSTOM HOUSES:

The Council has a requirement under the Self-build and Custom Housebuilding Act 2015 to provide a continuous provision of self and custom built houses, and to maintain a register of those within the Borough who wish to undertake such a project. The number of people on the list directly affects the provision required within the Borough. At present, there are 58 people on the register, and from this, the Council has a requirement to provide for 12 self and custom build plots by October 2019. There is currently permission in place for 11 plots, and therefore only 1 plot will be needed by October 2019; a further 15 plots are required by October 2020.

To accord with the requirements of the Self-build and Custom Housebuilding Act 2015 each plot must be provided with appropriate services to enable the individuals to build out their plots without having to undertake expensive infrastructure development.

AFFORDABLE HOUSING

The proposal incorporates 35% (55) on site affordable housing dwellings which includes wheelchair accessible dwellings to meet the requirement of some applicants on the Council's housing waiting list. Policy CS18 of the Core Strategy sets out the Council's approach to the provision of affordable housing. For a site of this size, it is expected that 40% affordable units should be provided.

The Council's Housing and Benefits Manager supports the 35% provision as it would include 5 wheelchair accessible 3-bedroom dwellings and 2 wheelchair accessible 4-bedroom dwellings. Officers are satisfied that the proposed mixture of dwelling

types, sizes and tenures reflects the identified housing needs of the local population. This can be secured via a Section 106 legal agreement.

GREEN INFRASTRUCTURE, CONNECTIVITY AND NATURE CONSERVATION

The provision of public open space and a Local Equipped Area for Play to meet the needs of the occupants and associated maintenance costs can be secured via a Section 106 Legal Agreement to comply with Policies CS21 of the Core Strategy and the adopted Planning Obligation SPD.

Officers are satisfied that the development of this site would not be prejudicial to the development of adjoining land. On 24 January 2018, the Planning Committee resolved to grant outline planning permission on land to the immediate south of this site for up to 140 dwellings subject to the completion of a Section 106 legal agreement. The same application is recommended for approval by officers elsewhere in this report. In accordance with Policy CS5, CS17 of the Core Strategy and DSP4 of Local Plan Part 2, officers recommend that appropriate vehicular, pedestrian and cycle connectivity with neighbouring development sites is secured via a Section 106 legal agreement. In addition, the inclusion of ecological corridors will be secured in accordance with Policy DSP13 of Local Plan Part 2.

OTHER THIRD-PARTY CONCERNS

With regard to comments about legal rights over the track onto Warsash Road, this would be a civil matter. In terms of concern over an increased security risk due to potential users of the track, this would be a police matter.

Subject to the imposition of planning conditions, no objection has been raised from consultee responses in respect of archaeological issues, surface water and drainage issues, contaminated land matters.

DRAFT LOCAL PLAN

Members will also be aware that the Draft Local Plan which addresses the Borough's development requirements up until 2036, was subject to consultation between 25th October 2017 and 8th December 2017.

The site of this planning application is proposed to be allocated for housing within the draft local plan. A number of background documents and assessments support the proposed allocation of the site in terms of its deliverability and sustainability which are of relevance. However, at this stage in the plan preparation process, the draft plan carries limited weight in the assessment and determination of this planning application.

F) THE PLANNING BALANCE

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".

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. The proposal would result in the loss of best and most versatile agricultural land, contrary to policy CS16 of the Core Strategy.

Officers have carefully assessed the proposals against Policy DSP40: Housing Allocations which is engaged as this Council cannot demonstrate a 5YHLS. In weighing up the material considerations and conflicts between policies and 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, well related to the existing urban settlement boundaries such that it can be integrated with those settlements whilst at the same time being sensitively designed to reflect the area's existing character.

It is acknowledged that the proposal would have an urbanising impact through the introduction of housing and related infrastructure onto the site and introduce a degree of change in character. Officers consider that the impact would not be substantial and that the proposal can be designed to minimise any adverse impact on the countryside.

Officers are satisfied that there are no outstanding amenity and ecology issues which cannot otherwise be addressed through appropriate use of planning conditions and obligations. There would be no materially harmful impact on highway safety.

Affordable housing as 35% of the units, along with the delivery of onsite open space and facilities, can be secured through a planning obligation.

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 157 dwellings, including affordable housing, and a small number of self build/ custom build units. 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 position.

In respect of environmental, amenity and traffic implications, and subject to appropriate planning conditions and mitigation, officers are satisfied that these issues can be appropriately addressed through the design of the scheme and planning conditions. When assessing the loss of best and most versatile agriculture land in the context of the NPPF and 5YHLS position, the scale of loss is not considered to be significant.

There is a clear conflict with development plan policy CS14 as this is development in the countryside. Ordinarily, officers would have found this to be the principal policy such that a scheme in the countryside should be refused. However, in light of the council's lack of a 5YHLS, development plan policy DSP40 is engaged and officers have considered the scheme against the criteria 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.

As set out in the report titled 'How proposals for residential development should be considered in the context of this Council's 5 year housing land supply position, Officers consider that the implications of the CJEU judgment (*People Over Wind, Peter Sweetman v Coillte Teoranta*) and paragraph 177 of the NPPF mean that the application of the presumption in favour of sustainable development set out in paragraph 11 of the same Framework is not a relevant consideration.

In the event that this approach is subsequently found to be incorrect as a consequence of a Court decision or a clarification in government policy, Officers have considered the application in the alternative and assessed the proposals having regard to the 'tilted balance' test set out at paragraph 11 of the NPPF.

In undertaking a detailed assessment of the proposals throughout this report and now 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.

Therefore, even if paragraph 11 of the NPPF were a relevant consideration, Officers find that having applied the 'tilted balance', they would have similarly concluded that planning permission should be granted for the proposals.

Having carefully considered all material planning matters, including all new planning considerations arising since the proposal was considered by the Planning Committee on the 23rd May, Officers continue to recommend that planning permission be granted subject to the following matters.

Recommendation

- 1) Subject to 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 to secure:

- Financial contribution to secure satisfactory mitigation of the 'in combination' effects that the increase in residential units on the site would cause through increased recreational disturbance on the Solent Coastal Special Protection Areas.
- Financial contribution towards highway improvements to the highway network resulting from the impacts of the development
- Travel Plan and related monitoring cost and bond.
- Payment towards a Traffic Regulation Order on Brook Lane and Lockwood Road to install parking controls
- The provision of open space, to the Council, including provision for its maintenance;
- A financial contribution towards the delivery of a play area and associated maintenance
- The provision of ecological corridors and subsequent maintenance arrangements;
- The provision of two additional hibernacula on the receptor site (Warsash Common LNR).
- Vehicular, pedestrian and cycle access connectivity to adjoining land
- The delivery of 35% of the permitted dwellings as affordable housing
- A financial contribution towards education provision.

2) 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.

GRANT OUTLINE PLANNING PERMISSION:

1. Details of the appearance, scale, layout and landscaping of the site (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development takes place and the development shall be carried out as approved.

REASON: To comply with the procedures set out Section 91 of the Town and Country Planning Act 1990.

2. Applications for approval of all reserved matters shall be made to the local planning authority not later than 18 months beginning with the date of this permission.

REASON: To comply with the procedures set out in Section 91 of the Town and Country Planning Act 1990.

3. The development hereby permitted shall be begun before the expiration of 12 months from the date of the approval of the last of the reserved matters.

REASON: To comply with the procedures set out in Section 91 of the Town and Country Planning Act 1990.

4. The development hereby permitted shall be carried out strictly in accordance with the following drawings/documents: Site Location Plan 121510/LP Rev C; Brook Lane Access 020.0211.014 Rev C; Lockswood Road Access 020.0211.007 Rev D.
REASON: To avoid any doubt over what has been permitted.

5. Other than initial site preparation, no development shall commence until details of the width, alignment, gradient and type of construction proposed for the roads, footways and accesses, to include all relevant horizontal and longitudinal cross sections showing the existing and proposed ground levels, together with details of street lighting (where appropriate), the method of disposing 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. Development shall be carried out in accordance with the approved details.
REASON: To ensure that the roads are constructed to a satisfactory standard.

6. No development shall proceed beyond damp-proof course level until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the dwellings are first occupied or in accordance with a timetable agreed in writing with the local planning authority and shall thereafter be retained at all times.
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.

7. No development shall commence until a preliminary archaeological survey using trenching and Written Scheme of Investigation (WSI) has been undertaken in order to recognize, characterize and record any archaeological features and deposits that exist and submitted to and approved in writing by the Local Planning Authority.

Based on the results of the WSI, no development shall take place, until the applicant has secured and implemented an archaeological mitigation strategy in accordance with details that have been submitted to and approved in writing by the local planning authority.

Following completion of archaeological fieldwork, a report will be produced and submitted to the LPA in accordance with an approved programme including where appropriate post excavation assessment, specialist analysis and reports, publication and public engagement.

REASON: To assess the extent, nature and date of any archaeological deposits that might be present and the impact of the development upon these heritage assets and mitigate and record the effect of the associated works upon any heritage assets.

8. Prior to the construction of the dwellings, details of the internal finished floor levels of all of the proposed buildings in relation to the existing and finished ground

levels on the site shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.
REASON: To safeguard the character and appearance of the area and to assess the impact on nearby residential properties.

9. No development shall commence until details of the measures to be taken to prevent spoil and mud being deposited on the public highway by vehicles leaving the site during the construction works have been submitted to and approved in writing by the local planning authority. The approved measures shall be fully implemented upon the commencement of development and shall be retained for the duration of construction of the development.

REASON: In the interests of highway safety and the amenity of the area.

10. No development shall commence until details have been submitted and approved by the LPA of how construction traffic will access the site, how provision is to be made on site for the parking and turning of operatives and delivery vehicles and the areas to be used for the storage of building materials, plant, excavated materials and huts associated with the implementation of the permitted development. The areas and facilities approved in pursuance to this condition shall be made available before construction works commence on site (other than construction of the site access) and shall thereafter be kept available at all times during the construction period, unless otherwise agreed in writing with the local planning authority.

REASON: In the interests of highway safety and to ensure that the residential amenities of the occupiers of nearby residential properties is maintained during the construction period.

11. No part of the development shall be occupied/brought into use until the access junctions and visibility splays have been constructed in accordance with the approved details. 020.0211.014 Rev C; 020.0211.007 Rev D. The visibility splays shall thereafter be kept free of obstruction at all times.

REASON: In the interest of highway safety.

12. No development shall proceed beyond damp proof course level until details of the finished treatment [and drainage] of all areas to be hard surfaced have been submitted to and approved in writing by the local planning authority. The development shall thereafter be carried out in accordance with the approved details and the hard surfaced areas subsequently retained as constructed.

REASON: To secure the satisfactory appearance and drainage of the development.

13. The landscaping scheme, submitted under Condition 1 shall be implemented 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.

14. No dwelling erected 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 erection 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.

15. No development shall commence until an intrusive site investigation and an assessment of the risks posed to human health, the building fabric and the wider environment including water resources has been undertaken and submitted to and approved in writing by the Local Planning Authority (LPA). Should contamination be found at the site a scheme for decontamination shall be submitted to and approved by the LPA in writing and the scheme as approved shall be fully implemented and completed before any dwelling hereby permitted is first occupied.

REASON: To ensure that any potential contamination of the site is properly taken into account before development takes place.

16. Development shall cease on site if, during any stage of the works, unexpected ground conditions or materials which suggest potential contamination are encountered. Works shall not recommence before an investigation and risk assessment of the identified ground conditions have been undertaken and details of the findings, along with a detailed remedial scheme, if required, have been submitted to and approved in writing by the local planning authority.

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

17. Prior to the occupation of the dwellings hereby permitted the contamination remediation scheme shall be fully implemented and shall be validated in writing to the local planning authority by an independent competent person.

REASON: To ensure any potential contamination found during construction is properly taken into account and remediated where required.

18. No work 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 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.

19. No development shall commence on site until details of foul sewerage and surface water drainage works to serve the development hereby permitted have been submitted to and approved in writing by the local planning authority. Where possible

a Sustainable Urban Drainage System (SUDS) shall be used and full details of predicted flows, responsibilities and future management provided. None of the dwellings shall be occupied until the drainage works have been completed in accordance with the approved details.

REASON: In order to ensure adequate drainage is provided to serve the permitted development.

20. No development shall take place until a Biodiversity Enhancement and Management Plan, to be informed as necessary by up-to-date survey and assessment has been submitted to and approved in writing by the Local Planning Authority. Such details shall be in accordance with the outline ecological mitigation, compensation and enhancement measures detailed within the submitted reports including the Revised Ecological Assessment Report Rev 6 (Prime Environment, November 2017, updated February 2018) and subsequent updating ecological reports. Any such approved measures shall thereafter be implemented in strict accordance with the agreed details and with all measures maintained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To provide ecological protection, compensation and enhancement.

21. Development shall proceed in accordance with the measures set out in Section 4 of the revised Ecological Assessment report, Rev 6 (Prime Environment, November 2017) and the Reptile Mitigation Strategy (Prime Environment, August 2017 Rev 03). REASON: To avoid impacts to protected species.

22. No development shall commence until an Arboricultural Impact Assessment Report and Method Statement for tree/hedgerow protection has been submitted to and approved in writing by the LPA and the approved scheme implemented. The tree/hedgerow protection shall be retained through the development period until such time as all equipment, machinery and surplus materials have been removed from the site.

REASON: To ensure protection of important trees and hedgerows.

23. No materials obtained from site clearance or from construction works shall be burnt on the site.

REASON: In the interests of the living conditions of the occupiers of neighbouring properties.

24. Not to carry out the development of the proposed five self build dwellings unless as a self build/custom build development and by:

- a) individuals
 - b) associations of individuals; or
 - c) persons working with or for individuals or associations of individuals'
- on the plots to be occupied by anyone else other than by those same individuals for a continuous period of not less than three years starting from the date of first occupation.

REASON: To ensure that the self build/custom build dwellings are occupied as such for which permission has been granted.

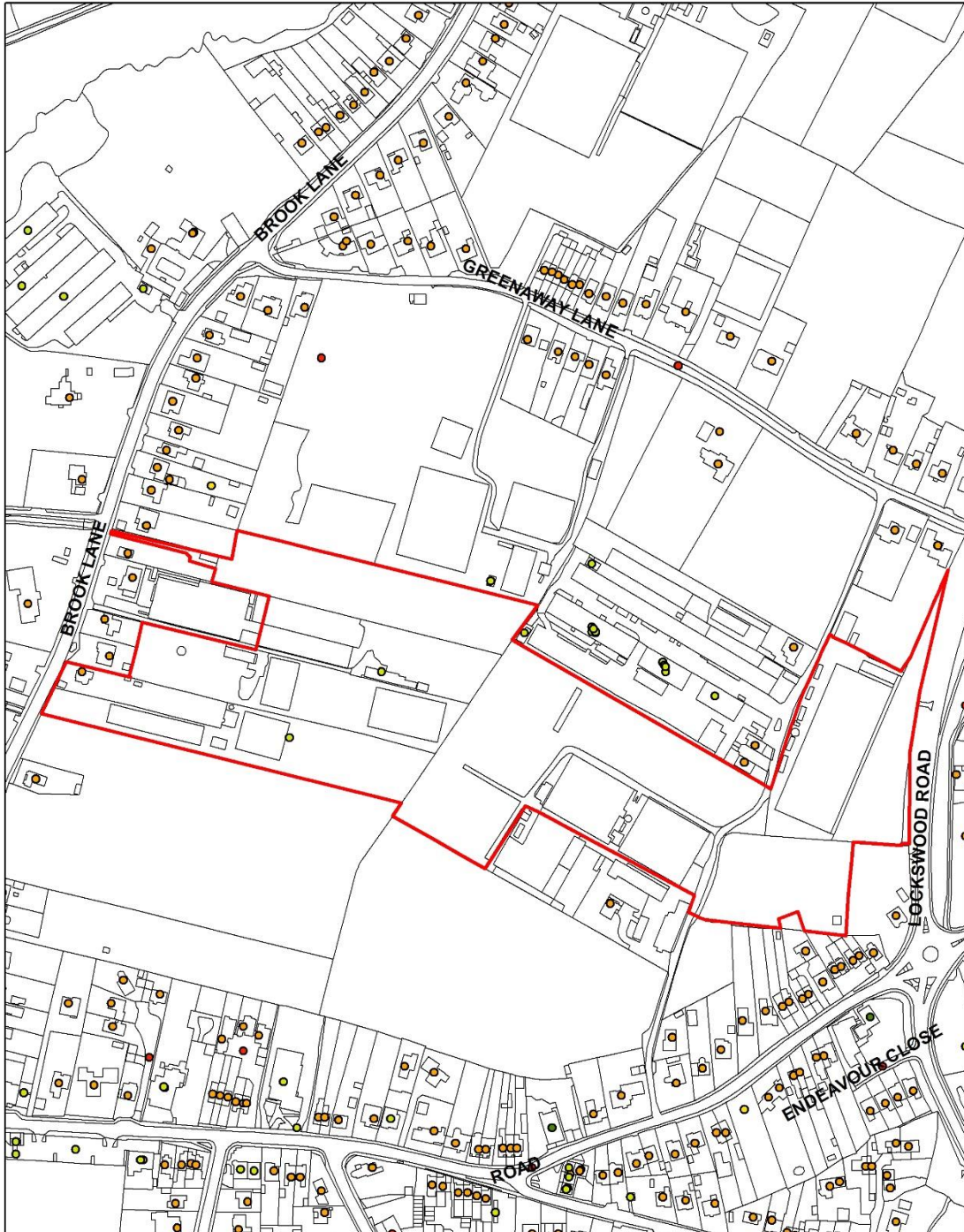
Informative:

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".

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.(II)

FAREHAM

BOROUGH COUNCIL



Land to the East of Brook Lane and
West of Lockwood Road
Scale: 1:3,300



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