

## **OFFICER REPORT FOR COMMITTEE**

**DATE: 16/6/2021**

**P/20/0204/FP**

**GREEN ACRE PROJECTS LTD**

**PARK GATE**

**AGENT: C&L MANAGEMENT**

ERECTION OF FOUR DETACHED DWELLINGS AND TWO SEMI-DETACHED DWELLINGS, PARTIAL DEMOLITION OF NO.2 LONGVIEW AND TWO STOREY EXTENSION

LAND AT ADDISON ROAD, SARISBURY GREEN, SOUTHAMPTON

### ***Report by***

Susannah Emery – direct dial 01329 824526

#### **1.0 Introduction**

- 1.1 This application is being presented to the Planning Committee due to the number of third-party representations received.

#### **2.0 Site Description**

- 2.1 The application site lies to the north west of Addison Road. The site lies within the countryside and abuts the urban area and residential properties along the southern boundary.
- 2.2 To the east and overlooking the site, stand a pair of semi-detached cottages which are accessed via a field gate and private track from the end of Addison Road. To the north is a mature tree line which encloses the site and segregates it from the undeveloped land beyond. A number of the individual trees on the north and south boundaries are protected by a tree preservation order (TPO). To the west is an area of woodland which is also covered by a group TPO.
- 2.3 There was previously a horse stable on the site and associated hard standing and the western part of the site was used for grazing horses however this has now ceased and the stable building has been removed. The site now consists largely of grassland.

#### **3.0 Description of Proposal**

- 3.1 The application as submitted was for the erection of nine detached dwellings. Officers have negotiated significant amendments to the scheme which has resulted in a reduction in dwelling numbers.

- 3.2 Planning permission is sought for the erection of six dwellings. A pair of two 3-bed semi-detached dwellings (Plots 1 & 2) would stand at the eastern edge of the site facing east towards the pair of semi-detached cottages 'Portsmouth View' and 'Dalwood' which lie at the northern end of Addison Road.
- 3.3 Four detached two storey dwellings (3 x 4-bed and 1 x 6 bed) would extend across the site from east to west in an informal linear arrangement with the front elevation facing north and rear gardens extending to the southern boundary with properties on Addison Road and Spring Road.
- 3.4 The dwellings are proposed to be brick built with feature timber cladding and render. The roofs of Plots 1 & 2 would be finished with slate with terracotta ridge tiles whilst the remaining plots would have plain clay tiles.
- 3.5 The access drive serving all six properties would connect to the northern termination point of Addison Road, and extend across the frontage of No.2 Longview.
- 3.6 In order to accommodate the proposed access a two-storey element of the existing dwelling No.2 Longview would be demolished and a smaller two storey extension would be constructed to the northern side, set back from the front of the property. A detached car port and driveway would also be provided to the northern side.
- 3.7 An enclosed wildlife buffer would extend along the south, west and northern boundaries of the site.
- 3.8 The proposals would comply with the Nationally Described Minimum Space Standards.

#### **4.0 Policies**

##### **Approved 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 & Whiteley

CS14 - Development Outside Settlements

CS15 - Sustainable Development and Climate Change

CS16 - Natural Resources and Renewable Energy

CS17 - High Quality Design

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

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)

## **5.0 Relevant Planning History**

None relevant.

## **6.0 Representations**

6.1 Eight representations have been received raising the following concerns;

### *Principle of Development*

- Do the proposed dwellings meet the specific housing needs of the Borough?
- The site is not allocated for housing in the draft local plan
- Setting a precedent for further development within the area
- Not suited to first time buyers and no affordable housing provision

### *Impact to Character of Area*

- Loss of countryside detrimental to character and appearance of the area

### *Highways*

- Two way traffic cannot pass on Addison Road
- Cutting back the hedgerow would not give sufficient width to the road

- Blind driveways emerge on to Addison Road
- Potential use of neighbouring properties driveways as passing points
- Vehicles mounting pavement to pass to the detriment of pedestrian safety
- The road is frequently blocked by refuse/delivery vehicles which would restrict access to proposed dwellings
- Highway safety concerns from increased vehicle movements
- Noise and pollution from additional traffic
- Impact on air quality
- Vehicles frequently stop outside the gate to Dalwood and Portsdown View which would result in conflict
- Accident statistics do not reflect the reality of negotiating Addison Road
- The anticipated number of vehicle movements generated by the development is underestimated
- Increased waiting time at Addison Road/Bridge Road junction

#### *Ecology & Trees*

- Impact on wildlife through loss of habitat
- Rather than seeking nitrate mitigation for the proposal it would be of more benefit to reduce nitrogen by maintaining the site as a wildlife habitat
- Pressure to remove/reduce boundary trees in the future
- Boundary trees and woodland should be protected by a TPO
- Concerns over extent and methods adopted within ecological surveys

#### *Other Matters*

- Increased surface water run-off
- Damage to Spring Road from increased flooding which is not adopted and has no drainage
- A pedestrian cut through would be formed to Spring Road but there is no right of way
- Additional pressure on foul drainage system
- Replacement boundary fencing requested prior to commencement of development
- Additional pressure on local services eg. doctors, schools
- Concerns regarding contractors parking and access for construction works

One additional letter was received from Hampshire Swifts requesting integral bat and bird roosting features.

## **7.0 Consultations**

## EXTERNAL

### Highways (Hampshire County Council)

- 7.1 The access to the site is proposed to be circa 5m wide, which is sufficient for a development of this scale. Similarly tracking drawings have been supplied to show that refuse collection vehicles can enter and exit the site in forward gear. The pinch point within the site has been designed to allow priority for vehicles leaving the site. Whilst it is normally preferred to give priority to those leaving the highway, this design has been implemented specifically to reduce speeds into the site. The pinch point is also set back from the highway enough so that there is unlikely to be queuing back to the highway due to this stretch only serving four plots.
- 7.2 There is slight concern over the effective width of Addison Road. A site visit noted that there is significant hedgerow overhanging the highway, reducing the available carriageway. This should be cut back to the edge of the highway boundary to allow the full width of Addison Road to be utilised prior to occupation. The anticipated increase in trips due to the development is considered acceptable once this improvement has taken place and should be secured through a suitably worded condition.
- 7.3 Due to the parking restrictions in place on Addison Road, it will be required for a Construction Management Plan to be submitted for approval prior to commencement. This plan should include details of contractor parking in order to prevent any disruption to existing residents.
- 7.4 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. The development proposes to slightly exceed this quantum which is considered acceptable in this location to minimise on-street parking potentially blocking access for service vehicles.
- 7.5 The submitted accident data is considered acceptable. Whilst no accident pattern is indicated at the junction of Addison Road and the A27, the cluster of accidents to the east of the site has a common cause of vehicles turning right. The proposed development will increase this level of movement at the junction of Addison Road / A27, however the forecast peak increase is not considered to have a significant detrimental impact.
- 7.6 After reviewing the proposals, the Highway Authority is satisfied that there is no direct or indirect impact upon the operation or safety of the local highway

network and raise no objection subject to a planning condition securing submission of a construction method statement/management plan.

### **Natural England**

- 7.7 The Council's appropriate assessment concludes that your authority is able to ascertain that the proposal will not result in adverse effects on the integrity of any of the sites in question. Having considered the assessment, and the measures proposed to mitigate for all identified adverse effects that could potentially occur as a result of the proposal, Natural England advises that we concur with the assessment conclusions, providing that all mitigation measures are appropriately secured in any planning permission given.
- 7.8 Natural England advises a Construction Environmental Management Plan (CEMP) should be submitted to and approved in writing by the district ecologist/biodiversity officer that identifies the steps and procedures that will be implemented to avoid or mitigate constructional impacts on species and habitats.

### **INTERNAL**

### **Ecology**

- 7.9 The result of the single dusk emergence survey of the building on site has now been provided, which confirms the likely absence of roosting bats and therefore I have no concerns that the proposals will have an adverse impact on roosting bats. No further concerns are raised in relation to the impact on badgers or dormice following receipt of amended ecological appraisal.
- 7.10 The Reptile Survey & Outline Mitigation (Ecosupport, September 2020) confirms that a 'Good' population of slow worms is present on site. The areas to be retained as the reptile receptor site will be along the northern, western and southern boundaries. The submitted report then states that the retained reptile receptor will be separated from the developed areas by a wooden knee rail to prevent public access and a monitoring and management plan has been recommended. These measures are acceptable in principle.
- 7.11 No further objection is raised subject to planning conditions to secure development in accordance with the recommendations set out within the Ecological Assessment, the submission of a Biodiversity Enhancement and Management Strategy for the wildlife buffer and the results of the reptile relocation programme, along with photographs showing the enhanced receptor area.

### **Trees**

- 7.12 The proposed layout has taken the existing tree constraints into consideration so as to influence the number and positioning of dwellings and their associated garden spaces to coexist with the trees in a viable and sustainable manner. A detailed tree protection method statement will be required including a site specific design and specification for the 'no dig' element of the road / turning head within the Root Protection Areas of existing trees. Subject to the provision of such I consider the impact of the proposed development will be minimal and acceptable.

## **8.0 Planning Considerations**

- 8.1 The following matters represent the key material planning considerations which 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 (5YHLS);
- b) Residential Development in the Countryside;
- c) The impact upon Protected Sites
- d) Policy DSP40 (Housing Allocations);
- e) Other Matters;
- f) The Planning Balance

### **a) Implication of Fareham's Current 5-Year Housing Land Supply Position**

- 8.2 A report titled "Five year housing land supply position" was reported for Members' information on the agenda for the Planning Committee meeting held on Wednesday 17<sup>th</sup> February 2021. The report concluded that this Council has 4.2 years of housing supply against the 5YHLS requirement.
- 8.3 Officers accept that the Council cannot currently demonstrate a 5-year supply of deliverable housing sites.
- 8.4 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".*
- 8.5 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.

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

8.7 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.

8.8 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<sup>6</sup>; 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."*

8.9 Footnote 6 to Paragraph 11 reads:

*"The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 176) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 63); and areas at risk of flooding or coastal change."*

8.10 The key judgement 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.

8.11 Paragraph 177 of the NPPF 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.”*

8.12 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. 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**

8.13 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.

8.14 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.'*

8.15 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).

8.16 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 Protected Sites**

- 8.17 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.
- 8.18 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.
- 8.19 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 'Protected Sites' (PS).
- 8.20 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 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 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.
- 8.21 The Council has completed an Appropriate Assessment to assess the likely significant effects of the development on the PS. The key considerations for the assessment of the likely significant effects are set out below.
- 8.22 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 PS as a result of recreational disturbance in combination with other plans or projects.

- 8.23 Secondly 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 PS.
- 8.24 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) ('the NE Advice') which confirms that the development will generate 8.2 kg/TN/year. Due to the uncertainty of the effect of the nitrogen from the development on the Protected Sites, 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.
- 8.25 The nitrogen budget assumes an occupancy rate for the new development of 2.4 people. Natural England recommends that, as a starting point, local planning authorities should consider using the average national occupancy rate of 2.4 persons per dwelling as calculated by the Office for National Statistics (ONS), as this can be consistently applied across all affected areas. However competent authorities may choose to adopt bespoke calculations where they are satisfied that there is sufficient evidence to support this approach. In this case, there is no evidence to justify adopting a bespoke occupancy rate, and nor have there been any representations suggesting that an alternative rate should be used, and therefore a rate of 2.4 persons is considered appropriate.
- 8.26 The previous use of the land for the purposes of the nitrogen budget is considered to be largely open space/greenfield (0.58ha) with a small area of urban land to include the residential curtilage of No.2 Longview Cottages (0.03ha). It is understood that the western part of the application site may previously have been used as grazing land for horses. A grazing use would have a higher nitrogen leaching rate (13 Kg/TN/Yr) than open space/greenfield (5 Kg/TN/Yr) per hectare and would therefore have reduced the requirement for nitrate mitigation however no evidence of this use has been submitted by the applicant for the preceding 10 year period. Assuming the greenfield value for the vast majority of the site is therefore considered to be suitably precautionary.

- 8.27 The applicant has purchased 8.25 kg 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.
- 8.28 The Council has carried out an appropriate assessment and concluded that the proposed mitigation and planning conditions will ensure no adverse effect on the integrity of the PS either alone or in combination with other plans or projects. The difference between the credits and the output shows a small annual net reduction of nitrogen entering The Solent. Natural England has been consulted on the Council's Appropriate Assessment and agrees with its findings. 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.

#### **d) Policy DSP40 (Housing Allocations)**

- 8.29 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.

- 8.30 Local Plan 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 demonstrate 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 points are considered further below.

#### **Policy DSP40(i)**

- 8.31 Firstly, in relation to the first of these criteria at Policy DSP40(i), the proposal is for six dwellings which is relative in scale to the current shortfall.

#### **Policy DSP40(ii)**

- 8.32 It is acknowledged that the site is located beyond the settlement policy boundary and is therefore contrary to policies which aim to secure the majority of new housing within the urban area. However, the application site abuts the urban boundary along the entire length of the southern boundary and it is therefore well related to this boundary. The development site is considered to be within a sustainable location located approximately 1.3km (16-minute walk) from Park Gate which provides various amenities including convenience stores, eateries, banks and a post office. The Locks Heath Centre is approximately 2.1km (25-minute walk) from the site. The Brook Lane Doctors Surgery and Fareham Community Hospital are also approx. 1.3km from the site. The catchment schools are Sarisbury Primary and Brookfield Secondary which are accessible on foot.
- 8.33 Bus stops are located approximately 400m from the site access on the A27. The First Bus Group X4 service provides a route between Portsmouth and Southampton, with intermediary stops in Woolston, Titchfield, Fareham, Portchester and Port Solent. The service runs every 30 minutes Monday to Saturday, with a reduced hourly service on Sundays. Swanwick Train Station is approx. 1.1km from the site (14-minute walk or 5-minute cycle).
- 8.34 The application site is considered to be well related to the existing urban boundary so that development can be integrated with the adjoining settlement. The site is sustainability located with good access to local services and public transport links. It is therefore considered that point (ii) of Policy DSP40 is satisfied.

#### **Policy DSP40(iii)**

- 8.35 Policy CS17 of the adopted Fareham Borough Core Strategy sets out a similar, but separate policy test that, amongst other things, *“development will be designed to: respond positively to and be respectful of the key characteristics of the area, including heritage assets, landscape, scale, form, spaciousness and use of external materials”*. Core Strategy Policy CS14 meanwhile seeks to protect the landscape character, appearance and function of the countryside.

- 8.36 The site is within an area of countryside but is not designated as Strategic Gap. The Fareham Landscape Assessment 2017 (which is part of the evidence base for the published draft Fareham Local Plan 2036) identifies that the site lies within the North Sarisbury Character Area. This area is described as being of semi-rural, wooded landscape that is sandwiched between the M27 to the north and the urban edges of Lower Swanwick, Sarisbury and Park Gate. It is noted that its isolation from surrounding countryside to the north and the influence of its urban context lend a distinctive 'fringe' character to the landscape.
- 8.37 The area is identified as having some potential to accommodate limited small-scale development within the existing framework of small fields and woodland, particularly in areas adjacent to existing built development where landscape character and quality is already influenced by urban/suburban features, and where the effects could be mitigated by the existing framework of woodland or by new planting.
- 8.38 Officers consider the proposal is sensitively designed to reflect the character of the neighbouring settlement. Amendments were sought during the course of the application to seek a higher quality, less suburban style appearance to the dwellings which would be fitting of the more rural location and the character of the surrounding area. The number of dwellings was reduced whilst plot sizes and dwelling sizes have been increased. The two semi-detached properties facing towards the existing properties at the northern end of Addison Road have been designed to be in keeping in terms of scale and bulk whilst the remaining four plots consist of larger detached dwellings more akin to the neighbouring properties to the south on Spring Road and those that are set back behind the built up frontage of Addison Road and abut the southern boundary. A minimal width shared surface driveway was sought to reduce the formality of the access road.
- 8.39 It is considered that the proposed development would respond positively to the existing built form within the vicinity of the site. The visual impact of the development would also be heavily curtailed by the presence of mature tree screening on the northern and western boundaries which would visually enclose the development and restrict views into the site from the wider countryside designation which extends to the north. The proposal is considered to satisfy point (iii) of Policy DSP40 and comply with policy CS17.

#### **Policy DSP40(iv)**

- 8.40 There are no issues which would be likely to significantly delay the commencement of development. The applicant has advised that the intention

would be to commence on site soon after planning permission being granted. It has been agreed that a reduced implementation period of 18 months would be acceptable although this is considered to be a conservative timeline. It is therefore considered that point (iv) of Policy DSP40 is satisfied.

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

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

#### ***Impact on Protected Species/Biodiversity Net gain***

- 8.42 The application has been supported by an Ecological Appraisal which includes a Phase 1 habitats survey and also a Preliminary bat roost assessment for both trees and buildings and the results of an emergence survey carried out on the section of No.2 Longview which would be demolished.
- 8.43 Habitats within the site have been assessed as suitable to support common species of reptiles and therefore targeted reptile surveys have been carried out. Based on the survey results it was concluded that there is a 'Good' population of Slow Worms on site. Site clearance works would result in the loss of reptile habitat on site and subsequent construction of the residential development would mean this loss is permanent. Should reptiles be present during the clearance, this could result in their death and/or injury. As all reptile species are protected, this would constitute an offence under the Wildlife & Countryside Act (1981). Due to the legal protection relating to reptiles, it is necessary to secure mitigation to ensure these animals are not harmed as a result of the construction works and to ensure that there is no net reduction in the conservation status of reptiles in the local area.
- 8.44 The proposals have sought to retain as much of the existing habitat within which reptiles were recorded as possible along with providing additional areas that will be enhanced for reptiles. The main areas retained would be along the northern boundaries with areas also retained along the western and southern boundaries. Prior to the commencement of development reptiles would be captured from the development site and released into the receptor site. Reptile exclusion fencing would be required around the entire site to prevent re-entry during construction.
- 8.45 To provide the relocated reptiles with suitable areas to hibernate within, 2 wood-based hibernacula will be created within the receptor strip. To ensure

that the retained reptile receptor habitat is afforded the appropriate level of protection a wooden knee rail would need to be installed along the boundary to prevent public access. A planning condition would be imposed to seek further details of the future management arrangements for the wildlife area.

- 8.46 The site was thoroughly searched for evidence of use by Badgers, with the specific aim of identifying the presence and location of any setts. Based on the identification of potential Badger setts on site, further monitoring was undertaken using cameras. The mammal holes identified were found to be in use by Fox although Badgers were recorded foraging / commuting. Due to a number of videos being recorded showing Badgers using the site for foraging and commuting, a pre-commencement update to the Badger survey will be required and this will likely involve the hole again being monitored with trail cameras for a period of 28 days to ensure they are not in use by Badger. If the status of the holes changes and they become used by Badgers, a licence would be required prior to any sett closure. The wildlife buffer around the boundaries of the site would maintain a substantial area of habitat in the long term which Badgers can use for foraging and commuting.
- 8.47 No trees within the work site were assessed as having bat roost potential. However, based on the 'low' roost assessment of the section of the Longview dwelling proposed for demolition, a single dusk emergence survey was required to ascertain the presence / likely absence of roosting bats as per best practice survey guidelines. The survey did not identify any roosting bats.
- 8.48 In terms of securing biodiversity enhancement in accordance with the requirement of the National Planning Policy Framework, each of the proposed dwellings would include one Swiftbrick and one bat brick. In addition to the integrated bat brick, five further bat boxes would also be erected on the retained mature trees around the boundary of the site. The landscaping areas around the dwellings would have a Hedgehog home incorporated (such as the Igloo Hedgehog home or Hogitat Hedgehog house).
- 8.49 To ensure the northern boundary is protected to a certain degree from cat access (and the potential for subsequent predation upon any Dormice present), a single hedgerow would be planted at the base of the existing trees using thorny species ideally (such as Blackthorn / Hawthorn and Dog Rose).
- 8.50 A net gain assessment for the site was undertaken using the Defra 2.0 metric to demonstrate how an increase in the biodiversity value of the site can be achieved. The gains have been achieved through the enhancement of the retained grassland areas on-site, planting of areas of scrub and the creation of hedgerows between the dwellings.

## ***Trees***

- 8.51 The Council's Principal Tree Officer initially raised concerns over the original layout for nine dwellings. It was considered that the proximity of the dwellings to the northern boundary tree line would impact on the rooting environment and result in an unacceptable relationship between the dwellings and the trees in terms of dominance and shading. Some of the dwellings were originally indicated as having north facing rear gardens backing on to the northern boundary with the access road positioned to the south. The amended proposal has significantly improved the relationship between the proposed dwellings and the retained trees by moving development away from the northern boundary and incorporating the wildlife buffer beneath the tree canopy. The enlargement of plots, particularly Plot 6 which is the most enclosed plot, would also assist in reducing the overbearing impact that large trees can have on smaller garden areas.
- 8.52 No trees are to be removed from the site to facilitate development, however as a result of a lack of management over time the Arboricultural Impact Assessment proposes the removal of several dead trees in addition to works to crown lift and prune retained trees to improve their overall condition. No concerns are raised in respect of these works.
- 8.53 The proposed dwellings have been positioned outside of the root protection areas (RPA) of the trees. Whilst the access road would impinge partially within the RPA, hard surfacing can be installed using an above ground, entirely porous, build up and foundations for the car port to Plot 6 can be engineered to reduce foundation depths and use piles and pad foundations where appropriate to reduce the need for trenching.

## ***Amenity***

- 8.54 It is not considered that the proposal would have an unacceptable adverse impact on the living conditions of neighbouring residential properties in terms of loss of light, outlook or privacy.
- 8.55 Plots 1 and 2 would be positioned in excess of 22m from the front facing windows of Dalewood and Portsdown View which accords with the guidance set out within the Council's adopted Design Guide SPD.
- 8.56 Plot 3-6 have also been positioned so that the first floor rear facing windows would be a minimum of 11m from the adjacent private garden areas of neighbouring properties along the southern boundary to prevent any

unacceptable loss of privacy. Existing trees and vegetation along this boundary would also restrict views in and out of the site.

### ***Surface Water Run-Off***

- 8.57 Concerns have been raised that the proposal would exacerbate surface water run-from the site. A planning condition would be imposed to seek further details of the drainage to be installed to all hard surfaced areas to ensure that this matter is considered.

### ***Traffic***

- 8.58 The application is supported by a Highways Technical Note (Paul Basham Associated Ltd) which concerns highway safety, parking provision, trip generation, servicing and access arrangements.
- 8.59 The proposed 6 dwellings are anticipated to generate 3 trips in both AM and PM peak hour periods, with 28 trips anticipated over a 12-hour period. This equates to 1 additional vehicle trip every 20 minutes in the peak periods, which, due to the built-up nature of the local road network, is considered negligible. An assessment into Personal Injury Accident (PIA) data within the vicinity of the site has been undertaken for the 3-year period between January 2017 – December 2019 which did not indicate any accidents occurring at the Bridge Road/Addison Road junction.
- 8.60 The Highway Authority (HCC) acknowledge that the width of Addison Road at its northern end would not enable two way traffic to easily pass. The view is however taken that a single width access with turning facilities would not be unacceptable for the level of dwellings it would serve. A tracking plan has been submitted by the applicant to demonstrate a potential passing place at the northern end of Addison Road, although the applicant's highways engineer emphasises that this would not be a frequent occurrence based on anticipated trip generation. Once within the application site the proposed access would become a 5m wide shared surface carriageway which would enable passing. A pinch point would be provided internally, approximately 20m from the site access, designed to ensure vehicle speeds are controlled through the site.
- 8.61 Swept-path analysis demonstrates that a refuse vehicle would be able to enter the site, turn via the turning head, and exit the site in a forward gear. This arrangement offers an improvement for refuse vehicles when compared to the existing conditions on Addison Road which does not provide turning facilities and requires vehicles to either reverse up/down the northern extent of Addison Road or for refuse collectors to drag bins for excessive distance.

- 8.62 The proposal would comply with the Council Car & Cycle Parking Residential Car & Cycle Parking SPD in terms of car parking provision.
- 8.63 Overall Officers are of the view that the proposed development fully accords with the requirements of Policy DSP40 of the Adopted Local Plan and would make a modest contribution to overcoming the current shortfall in housing supply in the Borough.

**e) Other Matters**

- 8.64 Concerns have been raised that the proposal would lead to increased pressure on local services such as school and doctors as a result of increased residents however it is not considered the impact would be sufficient to justify refusal of the application.

**f) The Planning Balance**

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

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

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

- the application of policies in the Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

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

- 8.68 The site is outside of the defined urban settlement boundary and the proposal

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

- 8.69 Officers have carefully assessed the proposals against Policy DSP40: Housing Allocations which is engaged as this Council cannot demonstrate a 5YHLS. Officers have also given due regard to the updated 5YHLS position report presented to the Planning Committee in February 2021 and the Government steer in respect of housing delivery.
- 8.70 In weighing up the material considerations and conflict between policies; the development of a greenfield site weighted against Policy DSP40, Officers have concluded that the proposal is relative in scale to the demonstrated 5YHLS shortfall, located adjacent to the existing urban settlement boundaries such that it can be well integrated with those settlements whilst at the same time capable of being sensitively designed to reflect the area's existing character and minimising any adverse impact on the Countryside.
- 8.71 It is acknowledged that the proposal would have an urbanising impact through the introduction of housing and related infrastructure onto a site which is at present largely undeveloped. However as the site abuts the urban area and is contained by mature trees to the north and west any long distance views of the development would be minimal therefore having a negligible impact on the landscape character of the countryside which extends to the north of the site.
- 8.72 Officers are satisfied that there are no outstanding amenity and environmental issues which cannot otherwise be addressed through planning conditions. There would not be any unacceptable impact on highway safety and the increase of vehicles on the local road network would not be significant.
- 8.73 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 six dwellings, in the short term. The contribution the proposed scheme would make towards boosting the Borough's housing supply is a material consideration, in the light of this Council's current 5YHLS.
- 8.74 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.

8.75 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; 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.

8.76 Having carefully considered all material planning matters, and notwithstanding the objections which have been received, Officers recommend that planning permission should be granted subject to the recommended conditions.

### ***Recommendation***

**GRANT PLANNING PERMISSION** subject to the following conditions;

1. The development shall begin within 18 months 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 shall be carried out in accordance with the following approved documents:
  - i) Location Plan – drwg No. 100 Rev A
  - ii) Existing Site Plan – drwg No. 101 Rev A
  - iii) Proposed Site Plan – dwg No. 110 Rev H
  - iv) Plot 1 Elevations – drwg No. 301 Rev D
  - v) Plot 1 Floor Plans – drwg No. 302 Rev E
  - vi) Plot 2 Elevations – drwg No. 303 Rev D
  - vii) Plot 2 Floor Plans – drwg No. 304 Rev D
  - viii) Plot 3 Elevations – drwg No. 305 Rev D
  - ix) Plot 3 Floor Plans – drwg No.306 Rev E
  - x) Plot 4 Elevations – drwg No. 307 Rev D
  - xi) Plot 4 Floor Plans – drwg No. 308 Rev D

- xii) Plot 5 Elevations – drwg No. 309 Rev D
- xiii) Plot 5 Floor Plans – drwg No. 310 Rev D
- xiv) Plot 6 Elevations – drwg No. 311 Rev D
- xv) Plot 6 Floor Plans – drwg No. 312 Rev D
- xvi) Existing Floor Plans No.2 Longview – drwg No. 319 Rev B
- xvii) Proposed Floor Plans No.2 Longview – drwg No.320 Rev B
- xviii) Existing Elevations Longview – drwg No. 321 Rev B
- xix) Proposed Elevations No.2 Longview – drwg No.322 Rev B
- xx) Proposed Car Ports – drwg No.323 Rev A
- xxi) Ecological Assessment (Ecosupport Nov 2020)
- xxii) Reptile Survey & Outline Mitigation (Ecosupport Oct 2020)
- xxiii) Arboricultural Impact Assessment (Mark Hinsley Arboricultural Consultants Ltd, dated 8 September 2020) & Tree Protection Plan
- xxiv) Highway Technical Note (Paul Basham Sept 2020)

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

3. No development (with the exception of the part demolition and construction of the permitted extension to No.2 Longview Cottages) hereby permitted shall proceed beyond damp proof course level until details of all proposed external facing materials for Plots 1-6 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 materials to be used in the construction of the extension to No.2 Longview Cottages hereby permitted shall match as closely as possible those used on the existing building unless otherwise agreed in writing with the Local Planning Authority.

REASON: To secure the satisfactory appearance of the development.

5. No development (with the exception of the part demolition and construction of the permitted extension to No.2 Longview Cottages) hereby permitted 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 by the Local Planning Authority in writing. 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 of the development; To ensure that the access is constructed to a satisfactory standard and to prevent excessive water runoff on to the highway and adjacent land.

6. The first floor windows proposed to be inserted into the following elevations of the approved development shall be obscure-glazed and of a non-opening

design and construction to a height of 1.7 metres above internal finished floor level;

- i) Plot 2 south (side) elevation
- ii) Plot 3 west (side) elevation
- iii) Plot 4 east (side) elevation
- iv) Plot 5 west (side) elevation
- v) Plot 6 east (side) elevation

and shall thereafter be retained in that condition at all times.

REASON: To prevent overlooking and to protect the privacy of occupiers of the adjacent properties.

7. The six dwellings (Plots 1-6) hereby approved shall not 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.

8. No development (with the exception of the part demolition and construction of the permitted extension to No.2 Longview Cottages) shall commence until details of the internal finished floor levels of the proposed dwellings 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 to assess the impact on nearby residential properties. 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.

9. No dwelling, hereby approved, shall be first occupied until the approved parking and turning areas for that property have been constructed in accordance with the approved details and made available for use. These

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 for that purpose.

REASON: In the interests of highway safety.

10. The car ports hereby approved shall be constructed in accordance with the approved plan. Thereafter, the car port shall be retained, without doors, at all times so they are available for their designated purpose.

REASON: To ensure adequate car parking provision; in accordance with Policy CS17 of the Fareham Borough Core Strategy.

11. No development (with the exception of the part demolition and construction of the permitted extension to No.2 Longview Cottages) shall proceed beyond damp proof course level until details of secure cycle storage have been submitted to and approved by the Local Planning Authority in writing. The secure cycle stores shall be provided before any dwelling is first occupied and shall thereafter be retained and kept available for use at all times.

REASON: To encourage cycling as an alternative mode of transport.

12. No development (with the exception of the part demolition and construction of the permitted extension to No.2 Longview Cottages) shall proceed beyond damp proof course (dpc) level until details of how electric vehicle charging points will be provided at the following level:

- a) One EV charging point installation per residential dwelling (Plots 1-6) with off-street parking.

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.

13. Prior to the commencement of development (with the exception of the part demolition and construction of the permitted extension to No.2 Longview Cottages) a Biodiversity Enhancement and Ongoing Management Strategy in relation to the ecological buffers to be retained along the northern, western and southern boundaries of the site shall be submitted and approved in writing by the Local Planning Authority. This strategy shall include details of the enhancement of the buffer areas and the future management and monitoring arrangements including further details of the measures to be taken to reinforce the protection of these areas with future residents to minimise human disturbance (ie home owner information packs, appropriate signage). Development shall subsequently proceed in accordance with any such approved details.

REASON: to enhance biodiversity in accordance with NPPF and to ensure the protection of retained habitats and protected species.

14. Development shall proceed in accordance with the measures detailed in Section 6.0 'Recommendations' of the Ecological Assessment report (Ecosupport, November 2020) and Section 5.0 'Outline Mitigation Strategy' of the Reptile Survey & Outline Mitigation (Ecosupport, Rec October 2020).  
REASON: to ensure the protection of retained habitats and protected species.
15. Within 3 months from the completion of the reptile capture and relocation programme, the results of the reptile relocation programme, along with photographs showing the enhanced receptor area (northern, southern and western boundaries) shall be submitted to the Local Planning Authority.  
REASON: to ensure the number of relocated reptiles is in line with the carrying capacity of the receptor area.
16. No development shall proceed beyond damp proof course level (with the exception of the part demolition and construction of the permitted extension to No.2 Longview Cottages) until a scheme of external lighting designed to minimise impacts on wildlife and habitats has been submitted to and approved in writing by the local planning authority. Prior to the first occupation of the development hereby permitted the approved lighting scheme shall be implemented in accordance with the approved details and those elements shall be permanently retained at all times thereafter unless otherwise agreed in writing by the local planning authority.  
REASON: In order to minimise impacts of lighting on the ecological interests of the site.
17. The development shall be carried out in accordance with the Arboricultural Impact Assessment & Tree Protection Plan (Mark Hinsley Arboricultural Consultants Ltd, dated 8 September 2020) unless otherwise agreed in writing with the Local Planning Authority.  
REASON: To ensure that the trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability during the construction period; in accordance with Policy CS17 of the Adopted Fareham Borough Core Strategy.
18. No development shall commence (with the exception of the part demolition and construction of the permitted extension to No.2 Longview Cottages) until a tree protection method statement (including a site specific design and specification for the 'no dig' element of the road / turning head within the Root Protection Areas of existing trees) has been submitted to and approved by the Local Planning Authority in writing and the approved scheme has been implemented. The tree/hedgerow protection shall be retained throughout the development period until such time as all equipment, machinery and surplus materials have been removed from the site.

REASON: To ensure that the trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability during the construction period. 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.

19. No development shall proceed beyond damp proof course (with the exception of the part demolition and construction of the permitted extension to No.2 Longview Cottages) 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.

20. The landscaping scheme, submitted under Condition 19, 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.

21. None of the residential dwellings (Plots 1-6) hereby permitted shall be occupied until details of water efficiency measures to be installed in each dwelling 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 a maximum of 110 litres 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.

22. No development shall commence on site (with the exception of the part demolition and construction of the permitted extension to No.2 Longview Cottages) 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 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 or clearance works;
- f) The measures for cleaning Addison Road to ensure it is kept clear of any mud or other debris falling from construction vehicles, and
- g) Location of temporary site buildings, compounds, construction material, and plant/chemical storage areas used during demolition and construction;
- h) Provision for storage, collection, and disposal of rubbish from the development during construction period;
- i) details of any temporary lighting required for the construction phase;
- 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.

23. 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 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.

24. No development shall commence until the vegetation overhanging the highway boundary to the western side of Addison Road (alongside Salterns and Clanfield) has been trimmed back to the edge of the highway boundary.  
REASON: In the interests of highway safety; in accordance with Policies CS5 and CS17 of the Fareham Borough Core Strategy.

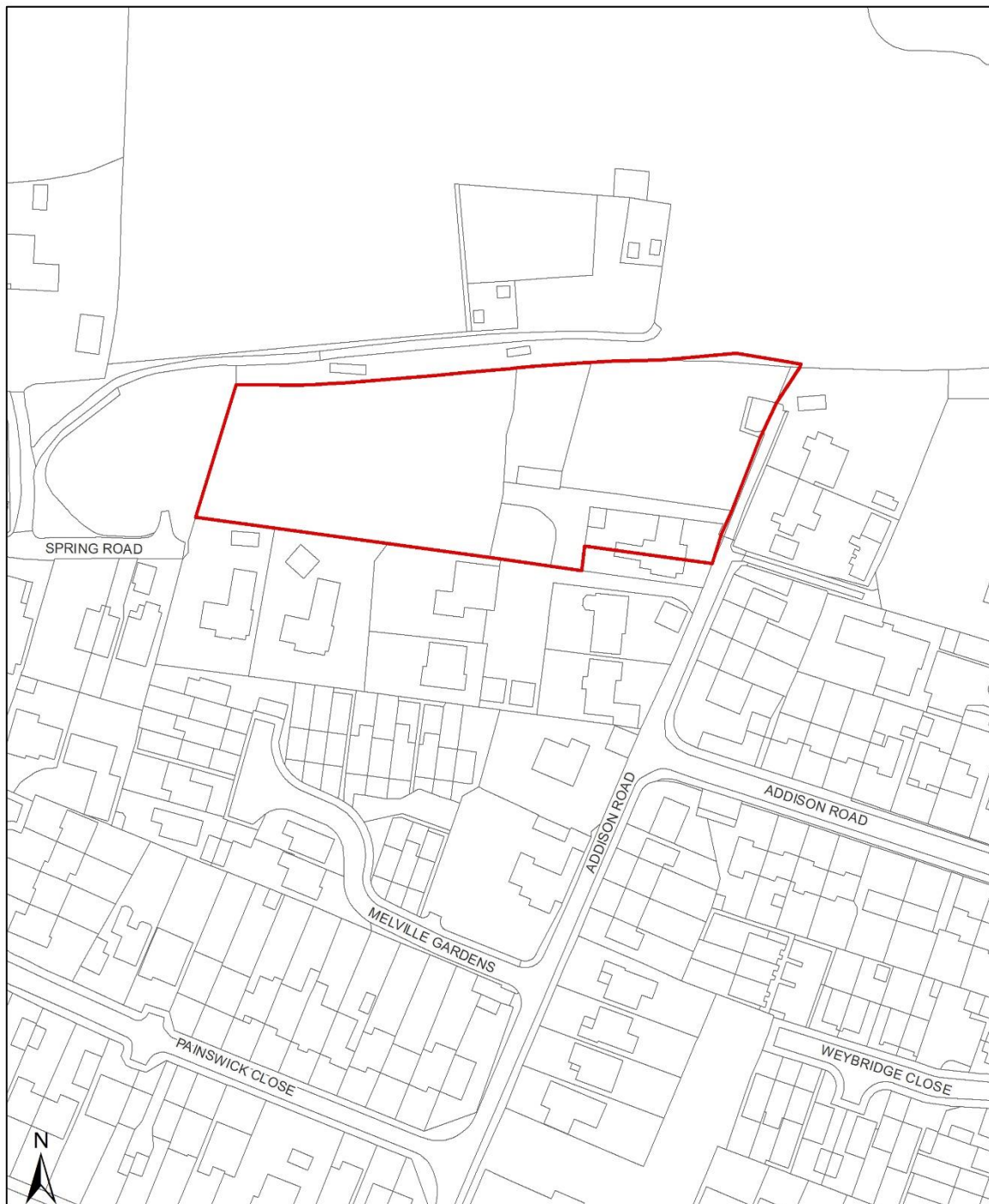
**Note to applicant**

The applicant should be aware that as the proposals include the formation of a new or altered access onto the highway, which will include works within the highway, these works will be required to be undertaken in accordance with standards laid down by, and under a Section 278 license agreement with, the Highway Authority. Full details of how to apply and the required documents to be submitted can be found via the following link:

<https://www.hants.gov.uk/transport/developers/section-278>.

# FAREHAM

BOROUGH COUNCIL



Land at Addison Road

Scale 1:1,250

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