

# **Planning Statement:**

**Land east of Crofton Cemetery and west of  
Peak Lane, Stubbington**

**Persimmon Homes Ltd**

**May 2020**



1. Introduction 3

2. Previous application 4

3. The submission 4

3. Planning Policy Context 8

5. Conclusion 27

# 1. Introduction

1.1 This planning statement has been prepared by Persimmon Homes Ltd to accompany this application for full planning permission for:

“Erection of 209 dwellings with new access from Peak Lane and stopping up of Oakcroft Lane together with car parking, landscaping, Public Open Space and associated works.”

1.2 This statement sets out the context for this submission and how the proposed development takes into account the relevant national and local planning policy.

1.3 The application follows detailed pre-application discussions with the Local Planning Authority following refusal of a previously proposed scheme at the site under planning application reference P/19/0301/FP. A request for a Screening Opinion was submitted under The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended), under ref. P/18/1075/EA. The Council confirmed that this resubmitted proposal, given the impacts are no greater than the previous scheme, is not EIA development.

## **The site**

1.4 The site comprises a total of 19.4ha of mainly agricultural land, bisected by Oakcroft Lane. It is located immediately north of the urban area of Stubbington (contiguous to the urban area boundary, as defined by the proposals map) and is separated into two distinct areas; the land on the southern side of Oakcroft Lane which is surrounded by residential areas on two sides with a cemetery on the west boundary, and land to the north of Oakcroft Lane, which forms part of the wider gap that serves to separate Fareham and Stubbington. Further to the north of the application site is land required for the Stubbington bypass, an application for which has recently been approved by Hampshire County Council to which works have commenced.

1.5 There are two Listed Buildings some 55m away from the application site to the south west, Old Crofton Church (Grade II\*) and Crofton Manor Hotel (Grade II). These Listed buildings are located beyond a significant band of protected trees. There is an existing cemetery on the western side of the site which, together with the band of trees on the southern edge of the site is designated as Existing Open Space under Policy CS21 of the Fareham Local Plan. The trees along the eastern boundary area are also protected by Tree Preservation Order. The site is located in Flood Zone 1 (least risk of flooding). There is a Public Footpath (Footpath 509) running through the wooded area of the site to the south, joining Marks Tey Road with the cemetery to the west of the site. There are no statutory or other planning designations upon the site.

1.6 Stubbington is located in the southern part of Fareham Borough, with easy access to Gosport, Fareham, Lee-on-the-Solent and the Western Wards. The settlement has a wide range of existing facilities, located mainly within a Local Centre, located to the south of the site. In addition to the retail facilities, Stubbington is home to a number of primary schools, a secondary school as well as a Community Centre and Library. There is a GP surgery and dentist located in Stubbington with Fareham Community Hospital is approximately 4.5 miles away and the main general hospital for the area, Queen Alexandra Hospital, is located approximately 8 miles away.

1.7 In terms of leisure facilities, Fareham Leisure Centre is approximately 2.7 miles away and the site is within walking distance of public open spaces, including Stubbington Recreation Ground to the south.

1.8 To the east of Stubbington are the major employment areas of the Solent Enterprise Zone and Newgate Lane, with the Segensworth employment area and Whiteley located a short drive to the north west. The settlement is considered a suitable location for additional housing, to help meet the increasing requirements in the Borough.

1.9 The site has previously been promoted through the plan making process, most recently through the submission of representations to the 'Regulation 18' consultation on the Draft Local Plan which took place from October to December 2017 (SHLAA ref. 1341 – appendix 1) in which it was categorised as being suitable for housing. The SHLAA, however, notes that the existing site has a poor access and a new highways solution would be required for the development of the site to become feasible.

## **2. Previous application**

2.0 This application forms a resubmission of that previously refused at the site under planning application reference P/19/0301/FP and this application seeks to address the reasons for refusal. This application seeks permission for 209 dwellings, a significant reduction from the 261 dwellings.

2.1 This application is considered to be of the same character and description as the previous scheme and has been submitted within one year of the refusal of P/19/0301/FP. As such, no fee is considered to be required for the submission of this application, benefitting from a 'free go'.

## **3. The submission**

The following plans and particulars have been submitted for the determination of this application :



Cover letter	
Application form with Cert B	
Planning Statement	
Design and Access Statement	
FRA and Drainage Strategy Rev B	AMc/19/0161/5909
Sustainable Drainage Details and Sections	5909-25D
Overall Drainage Strategy	5909-05E
Noise Impact Assessment	SA - 5785-3
Transport Assessment part 1 of 4	048.0013/RTA/2
Transport Assessment part 2 of 4	048.0013/RTA/2
Transport Assessment part 3 of 4	048.0013/RTA/2
Transport Assessment part 4 of 4	048.0013/RTA/2
Travel Plan	048.0013/RFTP/2
Ecological Impact Assessment	June 2020
Biodiversity Impact Calculator	June 2020
Ecological Management Plan	June 2020
Shadow Habitats Regulation Assessment	June 2020
CONFIDENTIAL ECOLOGY REPORT	
Geotechnical Report	CRM.1033.030.GE.R.001.C
Archaeological Desk Based Assessment	March 2019
Location Plan	01-A-02-001-LP
Tenure Plan	01-A-02-010-TP Rev E
Materials Plan	01-A-02-011-MP Rev D
Building Height Plan	01-A-02-012-BH Rev D
Street Elevation	A-020-020-SE Rev A
Site Layout Plan	01-A-02-015-SL Rev E
Boundary Treatment	01-A-02-013-BT Rev D
LVIA	PER21504lvia

Arboricultural Impact Assessment	PER21504aia-ams Rev A
Tree Protection Plan	PER21504-03A Sheets 1 & 2
Landscape Plan 1	PERC22805-11a Sheet 1
Landscape Plan 2	PERC22805-11a Sheet 2
Landscape Plan 3	PERC22805-11a Sheet 3
Landscape Plan 4	PERC22805-11a Sheet 4
Landscape Plan 5	PERC22805-11a Sheet 5
Landscape Plan 6	PERC22805-11a Sheet 6
Landscape Plan 7	PERC22805-11a Sheet 7
Landscape Plan 8	PERC22805-11a Sheet 8
Landscape Plan 9	PERC22805-11a Sheet 9
Landscape Plan 10	PERC22805-11a Sheet 10
Landscape Plan 11	PERC22805-11a Sheet 11
Garage Single	CC-GAR-004
Garage Twin	CC-GAR-005
Garage Double	CC-GAR-006
Marylebone	CC MAR-001 REV A
Marlborough	CC MARL-001 REV A
Marlborough	CC MARL-002 REV A
Bond	CC-BON-001 REV A
Knightsbridge	CC-KNI-001 REV A
Knightsbridge	CC-KNI-002 REV A
1 bed flat	4x 1bf-001 Rev A
1 bed flat	4x 1bf-002 Rev A
2 bed flat	6x 2bf 001 Rev A
2 bed flat	6x 2bf-002 Rev A
4 bed house	4620a-001 Rev A
Alnwick	Aln-001 Rev A
Alnwick	Aln-002 Rev A

Alnwick	Aln-003 Rev A
Alnwick	Aln-004 Rev A
Alnwick	Aln-005 Rev A
Alnwick	Aln-006 Rev A
Alnwick	Aln-007 Rev A
Bin Store	Bin-001 Rev A
Chatsworth	Chat-001
Chatsworth	Chat-002
Chedworth	Ched-001
Chedworth	Ched-002
Chester	CHES-HA-001 REV A
Chester	CHES-HA-002 REV A
Chester	CHES-HA-003 REV A
Chester	CHES-HA-004 REV A
Clayton Corner	CLAY-CNR-001 REV A
Clayton Corner	CLAY-CNR-002 REV A
Clayton Corner	CLAY-CNR-003 REV A
Clayton Corner	CLAY-CNR-004 REV A
Garage Single	GAR-001 REV A
Garage Twin	GAR-002 REV A
Garage Double	GAR-003 REV A
Hanbury	HAN-001 REV A
Hanbury	HAN-002 REV A
Hanbury	HAN-003 REV A
Hanbury	HAN-004 REV A
Hanbury	HAN-005 REV A
Hanbury	HAN-006 REV A
Hanbury Corner	HAN-CNR-001 REV A
Hanbury Corner	HAN-CNR-002 REV A
Hanbury Corner	HAN-CNR-003 REV A
Hanbury Corner	HAN-CNR-004 REV A

Hatfield	HAT-001 REV A
Hatfield	HAT-C-001 REV A
Leicester	LEIC-001 REV A
Leicester	LEIC-002 REV A
Leicester	LEIC-003 REV A
Lumley	LUM-001
Souter	SOU-001 REV A
Souter	SOU-002 REV A
Souter	SOU-003 REV A
Sutton	SUTT-001 REV A
Sutton	SUTT-002 REV A
Sutton	SUTT-003 REV A

### 3. Planning Policy Context

3.1 This chapter summarises the national and local planning policy considered relevant to this submission. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

3.2 The National Planning Policy Framework (NPPF) is the overarching document covering the Government's aim to make the planning system less complex and more accessible, to protect the environment and to promote the Government's pro-growth strategy.

3.3 Paragraph 127 of the NPPF requires planning policies and decisions to ensure that developments function well and add to the overall quality of the area and establish a strong sense of place to create attractive and comfortable places to live, work and visit.

3.4 At the heart of the NPPF is the presumption in favour of sustainable development.

#### **The Development Plan**

Local Plan Part 1: Core Strategy (2011)

Local Plan Part 2: Development Sites and policies (2015)

Local Plan Part 3: Welborne Plan (2015)

Hampshire Minerals and Waste Plan (2013)

The key policies considered relevant to the determination of this application are:

#### Local Plan Part 1: Core Strategy (2011)

CS2 - Housing Provision  
CS4 - Green Infrastructure, Biodiversity and Geological Conservation  
CS5 - Transport Strategy and Infrastructure  
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  
CS21 - Protection and Provision of Open Space  
CS22 - Development in Strategic Gaps

#### Local Plan Part 2: Development Sites and Policies (2015)

DPS1 - Sustainable Development  
DSP2 - Environmental Impact  
DSP3 - Impact on Living Conditions  
DSP5 – Protecting and Enhancing the Historic Environment  
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

#### Guidance

Residential Car and Cycle Parking Standards Supplementary Planning Document (2009)  
Fareham Borough Design Guidance (Excluding Welborne) SPD (2015)  
Planning Obligations Supplementary Design Guidance (2016)  
Affordable Housing Supplementary Planning Document (2006)

## **4. Considerations and planning assessment**

### **Housing supply and delivery**

4.1 Fareham Borough Council published its latest assessment of the five year land supply position in a report to the June Planning Committee. The Council's annual dwelling requirement is 514 with a 5% buffer results in a position of 2.72 years.

4.2 Notwithstanding the above, Persimmon considers the five year housing supply figure to be optimistic given the historic nature of the some of the sites counted towards the figure. Given the figure of 2.72 years it is not considered necessary to detail Persimmon's own assessment but if

required, this can be provided on request.

### **Site allocation**

4.3 The site was promoted and considered through the SHLAA (site 1341) for the current Draft Local Plan (2036) and was categorised as being suitable for housing. This consideration concluded an uncertain status with regard to Geese and Waders which has been discussed within the submitted ecology reports. Other issues in the form of TPOs, flooding, access and Gap are discussed elsewhere in this document.

4.4 The site has been classed as developable but not preferred within the Housing Site Selection Background Paper which is an evidence document for the Draft Local Plan. This document provides the following comments on the site:

“An identified highway solution still needs to be established for the quantum of development suggested. The site is not as accessible as other developable housing sites but it could be capable of providing a defensible urban edge into the future. Overall there are other developable housing sites that provide clarity on the highway access solution that perform similarly or better in relation to the Refining Points, including accessibility”

4.5 This application seeks to address the outstanding points within the SHLAA and Housing Site Selection paper and previously refused planning application at the site.

### **Principle of development on this site**

4.6 It is acknowledged that the site is located outside of the current defined settlement boundary.

4.7 The Council cannot currently demonstrate a five year land supply and it will still have a significant undersupply of housing based on its currently allocated sites and projected build out rates, especially in light of the issue of nitrate neutrality. In light of the Council's lack of a five year housing land supply, Policy DSP40 is engaged which states

“...The policy also recognises that development outside of the ‘Urban Settlement Boundary’ may be permitted in the circumstances of a shortfall in the 5-year housing land supply. The criteria that apply in this situation are:

- 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.”

4.8 The assessment of Policy DSP40 in relation to this application is as follows:

DSP40(i)

4.9 It is been accepted by the Council that it does not currently have a five year land supply in the report to the Planning Committee dated June 2020. The proposal for 209 dwellings is considered to be commensurate with the 5YHLS shortfall which satisfies criterion (i) of Policy DSP40. This was accepted by the Council in its consideration of refused application reference P/19/0301/FP.

DSP40(ii)

4.10 The Case Officer report for P/19/0301/FP advises that the eastern site boundary is located immediately adjacent to the existing urban settlement area. The proposal is located on land contiguous to, and well related to, the existing urban settlement of Stubbington and would be only 1km from Stubbington Centre meaning the site is well related to and integrated to the settlement with good access to local services, schools, facilities and employment. The application site would be well linked and have good connections to the north, east and south through to Crofton Cemetery, Marks Tey Road and Peak Lane. The following table provides approximately distances from the site using the most appropriate access (north or south)

Amenity	Walking Distance	Walking Time	Cycling Distance	Cycling Time
Sumar Close Bus Stop (northbound)	560m	7	390m	2
Sumar Close Bus Stop (southbound)	680m	9	520m	2
Infant School (Crofton Anne Dale Infant School)	1.8km	23	2.4km	10
Junior School (Crofton Anne Dale Junior School)	1.8km	23	2.4km	10
Secondary School (Crofton School)	2.5km	31	2.6km	11
Stubbington Village Centre	1.2km	15	1.3km	5
Library (Stubbington Library)	1.8km	23	1.9km	8
Community Centre (Crofton Community Association)	1.8km	23	1.9km	8
Recreation Ground (Stubbington Recreation Ground)	1.8km	23	1.9km	8
Doctors Surgery (The Stubbington Medical Practice)	1.3km	16	1.4km	6
Dental Practice (Stubbington Green Dental Practice)	1.2km	15	1.3km	5
Pharmacy (Village Pharmacy)	1.3km	16	1.4km	6
Place of Worship (St Edmund's (Crofton Old Church))	690m	9	1.7km	7

The application is supported by a full Transport Assessment and Travel Plan. The closest bus stops

to the site are located with easy walking distance.

4.14 The site is enveloped by existing residential development to the east and south of the site with a cemetery to the west and as such, the development would be well integrated with the existing settlement and would be seen as an appropriate extension to the settlement. The density is considered appropriate with a transition to the edges of the development to a more low density form. The proposed landscape scheme would provide a strong north boundary along Oakcroft Lane, limiting any impacts from the wider area.

4.11 Application reference P/18/0263/OA at The Grange, Oakcroft Lane, Stubbington is located a short distance from the site which is subject to this application. The Case Officer report to the planning committee (by the same Officer which determined P/19/0301/FP - the previous application for this site) advised in paragraph 8.13, which assessed the application against DSP40(ii) that “The planning application site is located in close proximity to the defined urban settlement boundary of Stubbington, with good accessibility to local services, facilities, schools and employment provision. Links through the site would improve connections from this part of Stubbington, through Crofton Cemetery to Marks Tey Road and beyond into Stubbington”. Paragraph 8.15 of the same concludes “Officers therefore consider that the proposals can be well integrated with the neighbouring settlement... in accordance with point (ii) of DSP40.

4.12 Persimmon considers that the application site for this submission is no different in terms of location and proximity to facilities and services of P/18/0263/OA and notwithstanding the amendments to the proposal, assert this application site satisfies the requirements of Policy DSP40(ii)

4.13 It is considered the proposal integrates well into the existing settlement and the development would be accessible with regard to public transport links and walking and cycling routes to local services and facilities, and, therefore, satisfies criterion (ii) Policy DSP40.

#### DSP40(iii)

4.14 The areas to the north and east of Stubbington are designated as “Strategic Gap”, which is a policy designation that aims to maintain the separation of the settlement from Fareham and Gosport. Given that development to the south of Stubbington is impossible and development to the west is likely to have unacceptable impacts on the neighbouring ecological designations (as per the Old Street decision and appeal), sensitive redefining of the current Gap designation to the north, is considered a suitable option to allow for the sustainable growth of the settlement and the Borough. This area has also been proposed by FBC in public consultation exercises as an option for potential housing growth. Whilst the principle of preventing coalescence by designating Gaps is acknowledged as important, there are opportunities to revisit the current Gap boundaries to allow for development, but retain land that serves the Gap function. Policy CS22 does not prohibit development within the



gap, only that it requires that proposals should not cause significant harm. This is the view shared by the Inspector in paragraph 34 of the recent appeal at land west of Old Street, Stubbington (APP/A1720/W/18/3200409).

4.15 Additionally, with regard to criterion iii, following further pre-application discussions, the application demonstrates the proposal has been refined to address concerns from the previously refused application and being designed to reflect the character of the neighbouring settlement and to minimise any adverse impacts on the countryside and strategic gap. Significant weight should be given to the officer report for application reference P/18/0263/OA (The Grange, Oakcroft Lane) which concedes that the proposal would not have a harmful impact on the gap given the screening of the site, proposed landscaping scheme and the fact it would not extend beyond Oakcroft Lane.

4.16 Taking this into account, the land south of Oakcroft Lane is considered to be suitable for residential development. This section of the application site is contained by the tree lined Oakcroft Lane itself, making it visually and physically separate from the wider Gap whilst connecting it to the existing urban area of Stubbington to the south.

4.17 The construction of the Stubbington Bypass to the north of the site will alter the character of the immediate area of the application site. The Landscape Character Assessment (2017) prepared in support of the Draft Local Plan discusses the application site and its environs, recording that "...the proposed bypass already threatens to erode the integrity of the existing gap, particularly if it is regarded as forming a potential new edge for development. If the rural, undeveloped and expansive character of this area is to be maintained, it will be crucial to keep the urban boundaries as tightly drawn as possible and avoid infilling the land between the existing urban edges and the new road... there may be some potential for development to infill areas of fragmented farmland up to the road in this area, and possibly in other small-scale parcels of land where there is an existing structure of vegetation to help integrate it into the landscape and where it is closely associated with existing built development around the immediate fringes of the settlements."

4.18 This application proposes development on land within "existing structure of vegetation" and that "is closely associated with existing built development around the immediate fringes of the settlements" and can be seen as a natural extension of the existing urban fringe. The area between the land proposed for development and the bypass will be retained as public open space, thereby retaining a significant buffer on the northern side of Stubbington ensuring that the integrity of the gap and the physical and visual separation of settlements is retained.

4.19 The current proposal has paid specific attention to the gap and as can be seen by the application site, extends well to the north of Oakcroft Lane. Housing has been contained to the south of Oakcroft Lane in order to maintain the purpose of the gap in terms of physical and visual separation between Stubbington and Fareham.

4.20 CS14 aims to protect the countryside from development that would adversely affect its landscape character, appearance and function.

4.21 A Landscape and Visual Impact Assessment (LVIA) of the site has been undertaken and has been submitted with this application. The assessment identifies that there are some views into the site from locations to the north, east, west and south and would be visible from PRow no 607. However, the consented bypass will create a degree of visual separation between the proposal and the land north of the bypass. There are limited to no views from locations and properties along Titchfield Road, and Ranvilles Lane, due to intervening built development and vegetation.

4.22 The conclusions of the Landscape and Visual Impact Assessment have influenced the final design through an iterative process. The proposals therefore include a degree of mitigation already as to avoid or reduce the potential effects including:

- A green infrastructure network as part of the development, taking its origin from the existing landscape buffers within the site
- The large area of open space along the southern boundary of the Site will include an attenuation basin and a LEAP (Local Equipped Area of Play).
- Sufficiently large buffers have been provided to the existing field boundary hedgerows to retain and enhance their effectiveness as green corridors.
- They also provide visual screening and establish an attractive setting for the proposed development.
- Hedgerows within the Site have been retained where possible in order to create green links through the Site to accommodate surface water run off;
- Areas of informal open space have been created within the boundaries which comprise existing mature vegetation, attenuation basin within the largest area to the south, as part of the sustainable urban drainage scheme (SUDS), and proposed wildflowers grassland with scattered tree cover. This will further enhance the visual buffers between the Site and the surrounding areas;
- Tree lined streets and hedges will provide green links throughout the proposed development
- The proposed planting will consist of native species where it is practicable, which are prevalent in the local area, to provide sustainable and dense vegetative features along all of the site boundaries to screen the development and to enhance biodiversity.
- Providing a separate landscape framework around the new dwellings to enhance and strengthen the visual barriers of these properties

4.23 The LVIA concludes the landscape sensitivity as low, and with the implementation of the

recommendations within the LVIA, the magnitude of landscape impacts has been assessed as small. Overall the landscape character effect is assessed as negligible and that in landscape and visual terms that the proposal would not impact negatively on the perceived coalescence between Fareham and Stubbington. It is not considered the scheme would not have a harmful impact on the integrity of the gap.

4.24 Following the assessment undertaken by the Case Officer for the previous application on this site, the proposal has been amended to reflect concerns raised. The reduction in the number of units has enabled the character of the proposal reduce the density of the proposal, positively responding to the edge of settlement location. Routes and views through the development have also responded to the concerns with the development “opened up’ to enable views from the streetscene to the countryside beyond. Additional green infrastructure has been provided in the form of a north/south green link through the site, a green link around the periphery of the site and through the provision of on plot landscaping at the front of the properties. Dwellings on the west boundary with Crofton Cemetery have been set back from the boundary and now front onto this boundary preserving the tranquil countryside setting afforded to the users of the cemetery.

4.25 It is considered, therefore, that the proposal is in accordance with Criterion (iii) of Policy DSP40.

#### *DSP40(iv)*

4.26 Persimmon Homes has a proven track record not only in Fareham, but through the south coast, of delivery of large scale housing sites; Persimmon is content with the level of financial contributions sought and agreed through the pre-application process and the viability of this policy compliant submission; the site is relatively constraint free and there are no known constraints that would jeopardise the immediate delivery of the site. This submission demonstrates the proposal would not have any unacceptable environmental, amenity or traffic implications which are discussed in detail further in this Statement. It is considered that criterion (iv) of Policy DSP40 has been satisfied.

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

4.27 Criterion (iv) of Policy DSP40 requires that proposals would not have any unacceptable environmental, amenity or traffic implications. These are considered below:

#### **Environmental/Ecology**

4.28 This application is supported by an Ecological Impact Assessment (EIA) and a Habitats Regulation Assessment (HRA).

4.29 The EIA concludes the site is of limited ecological value in terms of habitats present with the features of relatively higher value being retained. A range of mitigation and enhancement measures have been proposed, together with measures to protect the ecological identified. The proposals

include the retention and positive management of retained existing, notable features and the creation and enhancements of new habitats which would deliver an enhancement at the site and an overall net gain in biodiversity. As such it is considered that the proposals will accord with all relevant national and local planning policy in relation to ecology including Policy DSP13 and the NPPF.

4.30 The screening stage of the HRA concluded that there would be a likely significant effect on European sites within the Zone of Influence of the proposals when considered both alone or in combination with other plans or projects. Therefore, an Appropriate Assessment was required in order to determine whether the proposals would have an effect on the integrity of these sites.

4.31 Following the incorporation of appropriate mitigation, including financial contributions to the Solent Recreation Mitigation Strategy and implementation of pollution control measures it has been concluded that there would be no adverse impact on site integrity either alone or in-combination with other plans or projects on the Solent and Southampton Water SPA/Ramsar site, Portsmouth Harbour SPA/Ramsar site and Solent Maritime SAC.

4.32 The application is supported by a Biodiversity Impact Calculator which concludes the scheme is anticipated to deliver 88.51 habitat biodiversity units and 24.75 hedgerow biodiversity units. This represents a net gain of 41.26 habitat units and 10.29 hedgerow units which is a 87.31% and 73.60% gain respectively. Therefore, on the basis that the proposals outlined in this document are delivered, it can be concluded that the proposed development will deliver a measurable biodiversity net gain over the baseline situation.

4.33 A suitably worded legal agreement and planning conditions that meet the relevant tests can secure the relevant mitigation and enhancements recommended by the EIA and HRA.

### **Amenity**

4.34 Two elements of amenity have been considered as part of the design of the proposal; the impact on existing dwellings surrounding the site and impacts on the future occupiers of the scheme. The layout of the development has taken the rear gardens of existing properties to the east of the site into account through the provision of adequate separation distance to the proposed dwellings on this boundary. Similarly, there is a significant separation to the dwellings to the south on Marks Tey Road. As such, there will be no harmful impact on the occupiers of these properties.

4.35 In terms of impact on future occupiers of the scheme has been designed in accordance with the Fareham Borough Council Design SPD with each plot afforded a good level of outdoor amenity space with appropriate levels of separation to neighbouring and surrounding dwellings. All properties will have appropriate rear garden boundary treatments.

### **Traffic**

4.36 Details and justification for the new site access are included within the submitted Transport Assessment and the vehicular access is considered to be acceptable in functional terms.

4.37 Access to the site will be provided in the form of a new access road connecting the site from Oakcroft

Lane onto Peak Lane in the form of a bellmouth junction and right turn lane with a new road will be constructed between the access to the site and Peak Lane. It is proposed to stop-up Oakcroft Lane to vehicles shortly after Three Lanes Close but to allow pedestrian and cycle access.

4.38 It has been demonstrated that visibility from the proposed access can be maintained in accordance with the recorded speeds whilst larger vehicles including emergency and refuse as well as construction vehicles can all access the site safely and effectively. A stage 1 Road Safety Audit of the proposed access has also been undertaken to support this submission which raised no safety issues with the proposed arrangements.

4.39 Further pedestrian access points to the site are proposed at the south eastern corner connecting the proposal to Newton Close to the south and onward to the local services of Stubbington. There is currently a public right of way on the south boundary of the site (footpath 509). This will be retained and utilised. A further access point will be created on the west boundary with crossing points to the north part of the site, which is to be retained as an open space.

4.40 Following the previous refusal at the application site, dialogue has been held with HCC regarding the access to the site, the surrounding road network and committed development and to identify the highway impact of the development proposals, junction capacity analysis has been undertaken at a number of key junctions within the proximity of the site.

4.41 This RTA reflects on the reduction in unit numbers following planning application refusal in August 2019 and addresses all outstanding highway comments associated with that application.

4.42 The site is well located to connect onto the local road network of Oakcroft Lane and Peak Lane which connects with Stubbington Village Centre to the south and Fareham Town Centre to the north. In addition, strategic routes including the A27 and M27 are within close proximity of the development site.

4.43 Personal Injury Accident data for the most recent 5-year period has been reviewed as per the scope confirmed in the pre-application submission and confirms there are no highway design issues at the junctions assessed.

4.44 The site is located within a highly accessible area to the north of Stubbington Village and south

of Fareham. The proposed development site is bordered by a continuous footway/cycleway on Peak Lane along the eastern carriageway which connects the site to Stubbington Village. The local pedestrian and cycle network has been thoroughly reviewed, particularly along routes to local catchment schools and the village centre. This confirms that the existing network is more than adequate to support sustainable development. There are several key local amenities within Stubbington Village including convenience store, eateries, library, sports clubs and educational facilities. In addition, residents of the proposed development would be able to easily access public transport services which run along May's Lane in close proximity of the site. Further public transport services are also available from Stubbington Village Centre.

4.45 The proposed development would consist of 209 residential dwellings with a mix of 40% affordable housing and 60% private housing. The development proposes a mixture of dwelling sizes with 4 1- bedroom units, 71 2-bedroom units, 110 3-bedroom units and 24 4-bedroom units.

4.46 The development would be served by a single vehicular access facilitated by a ghost island right turn lane which has been designed in accordance with CD 123 regulations. The access would be of a bellmouth arrangement 6m wide supported by 10m corner radii and a 3m wide footway/cycleway flanking the southern side of the access road. This footway/cycleway connects onto a new proposed section of footway/cycleway along Peak Lane with a new refuge island crossing providing access onto the existing pedestrian/cycle infrastructure on Peak Lane. The access principles remain broadly comparable to that submitted with the 2019 application and pre-application scoping note except there is one lane on exit and amendments have been made to address HCC's previous comments. Visibility from the proposed access has been assessed in accordance with recorded 85th percentile speeds and are demonstrates as achievable to the nearside kerb line.

4.47 A further pedestrian link from the site is also proposed at the southern boundary of the site onto Marks Tey Road. This access provides a more direct route from the site for pedestrians wishing to travel south towards Stubbington Village.

4.48 The trip generation assessment completed for the development has been calculated using Method of Travel data from the most recent census in line with HCC highway officers' suggestions. The trip rates presented in this RTA remain as per those agreed within the previous planning application and demonstrate that the proposed development is likely to generate 138 vehicle trips in the AM (0800- 0900) peak and 129 vehicle trips in the PM (1700-1800) peak. These vehicle trips have been distributed across the local road network in accordance with the distributions reviewed as part of the previous planning application and pre-application in line with 'Travel to Work' 2011 Census data. In order to provide a conservative approach when undertaking a review of the proposed development impact a number of vehicle trips have been anticipated to be re-directed west onto Oakcroft Lane from the development subsequently connecting with Titchfield Road in the west.

4.49 Junction capacity analysis has been completed at 7 local junctions including the site access. The junction models and scenarios reflect the revised planning application for 209 units and also accommodate HCC Highway comments on the previous planning application Transport Assessment modelling results. This includes revised geometries, confirmation of scenarios and combining scenarios into one model output.

4.50 The results of the junction capacity analysis demonstrate that the proposed development would not have a severe impact on the operation of the local road network. Whilst following the implementation of the Stubbington Bypass two junctions appear to have capacity constraints, one of these is deliberate due to modifications to constrain the junction and encourage more vehicles to use the Stubbington Bypass. The other junction experiences capacity concerns before development traffic added, and with the addition of development related traffic there is no increase in RFC, queue or delays values and thus the impact of the development cannot be considered severe.

4.51 This Revised Transport Assessment has demonstrated that the proposed development would not have a significant impact on the operation of the local highway network. We would therefore encourage HCC and FBC to look favourably upon the highway matters of this application.

4.52 It is therefore considered that the proposed would not have any unacceptable environmental, amenity or traffic implications, in accordance with criterion (v) of Policy DSP40.

**Affordable Housing**

4.53 Policy CS18 requires an on-site provision of 40% for schemes that propose 15 or more dwellings with proposals offering a mix of dwelling types, sizes and tenures reflecting the identified needs of the local population. On dialogue with the Council’s Housing Officer it has been agreed that the tenure split should be 65% social rent and 35% intermediate housing.

4.54 The scheme proposes a policy compliant level of 82 affordable units which are mainly 1, 2 and 3 bed units. Initial high level discussions have been had with FBC Housing department which advised it would be seeking a 40% affordable provision with the following mix being generally what would be expected within the Stubbington area and has been informed by the housing evidence of the Draft LP and reflects the Draft LP text:

	Ideal AH mix	Proposed mix
1 bed	35-40%	5%
2 bed	30-35%	51%
3 bed	20-25%	39%
4+ bed	5-10%	5%

4.55 The table above shows the mix of properties requested by the Council and the mix proposed by

this application. The proposed provision of three and four bed properties is comparable to that requested. There has been an over provision of two beds and an under provision of one bed properties as due to the site constrains in terms of design and character requirements only a small number of flats were able to be provided. Given the locality is it considered the over provision of two bed properties and fewer flats, and the mix in total, is acceptable.

4.56 Persimmon Homes has been in early consultation with Registered Providers regarding the Affordable Housing at this development with the proposed affordable mix being created as a response to need but also taking into account the requirements of the providers to ensure any proposal is implementable and that a provider is willing to enter into a contract. Affordable housing will be indistinguishable from market dwellings in terms of their materials, layout and form.

4.57 The scheme proposes a tenure split of 65.9% affordable rent and 34.1% intermediate housing which is considered to be acceptable. The proposed mix detail is as follows:

<b>Shared Ownership</b>				
<b>House Type</b>	<b>Beds</b>	<b>Storeys</b>	<b>No.</b>	<b>Mix</b>
Alnwick	2	2	14	50%
Chester	3	2	14	50%
<b>Sub Total:</b>			<b>28</b>	<b>13.4</b>
<i>Affordable Mix:</i>				34.1%

<b>Affordable Rented</b>				
<b>House Type</b>	<b>Beds</b>	<b>Storeys</b>	<b>No.</b>	<b>Mix</b>
1BF	1	1	4	7.4%
2BF	2	1	12	22.2%
Alnwick	2	2	16	29.6%
Chester	3	2	18	33.3%
4BH	4	2	4	7.4%
<b>Sub Total:</b>			<b>54</b>	<b>25.8%</b>
<i>Affordable Mix:</i>				65.9%

4.58 The proposal will provide the required amount of affordable housing through a mix of tenure and dwelling types and it is considered the proposal accords with Policy CS18

#### **Character and design**

4.59 The layout of the proposal has taken into account of the edge of settlement location and reflects and responds to the neighbouring developments. The proposal has a density which is considered a



balance between the efficient use of greenfield land and the edge of settlement location and is comparable to neighbouring development to the east.

4.60 The design has been informed by the constraints of the site and, taking into account the comments received from the Council in the pre-application process and previous refusal, dwellings front the edges of the site. With regard to the dwellings themselves, these will be of a similar character and design to the adjacent buildings. Dwellings will, in the main, be finished in facebrick under pitched, tile roofs. The accompanying Design & Access Statement discusses the design matters in detail.

### **Parking**

4.61 Parking is, in the main, on plot, which provides convenient parking and a quantum of space that accords with the Council's parking standards. Parking for flats will be in the form of parking courts. In terms of residential car parking, the appropriate number of parking spaces are to be provided, with each two and three bedroom dwelling having a minimum of two spaces allocated/on plot with the four bedroomed properties having three spaces, and is fully in accordance with the Residential Car and Cycle Parking Standards SPD standards. Garages are proposed but these are not relied on as parking spaces, save for plots 13, 025, 195 and 201 which propose a space within the double garage. It is considered this is a more suitable proposal than having single garages for these four plots and having one tandem space.

4.62 It is the experience of Persimmon that frontage parking is nearly always used and is what is requested by purchasers with the convenience factor meaning cars seldom park on the highway. Parking courts for dwellinghouses are not considered convenient by occupiers and are generally underused leading to parking on the highway outside of individual plots. Furthermore, tandem side spaces are kept to a minimum as they are inconvenient by way of requiring the front car to be moved in order for the rear car to exit. This often leads to only one of the spaces being used and the other vehicle parking on the highway.

4.63 Frontage parking will be broken up using a robust landscaping scheme of hedges tall planting to ensure the streetscene is not over dominated by cars. However, it should be noted that multiple car ownership for properties cannot be avoided and the convenience of the home owner should be given considerable weight. Adequate visitor parking is proposed and spread evenly throughout the development. The layout has been fully tracked to show refuse vehicles and fire appliances can adequately navigate the site.

### **Flood risk and drainage**

4.64 The National Planning Policy Framework (NPPF) requires that developments do not exacerbate flood risks both to the development site and to offsite parties and land, which means there is a need

to control surface water drainage and overland runoff to ensure there are no increases in peak rates and volumes of runoff as a result of the development.

4.65 The NPPF, Environment Agency guidance and government legislation such as the Flood and Water Management Act (Defra 2010) states that this should be achieved by requiring surface water drainage strategies for major developments to be in accordance with the ideals of 'sustainable development' via the provision of Sustainable Drainage Systems (SuDS).

4.66 The application is in Flood Zone 1 and supported by a Flood Risk Assessment and indicative drainage strategy. The ground conditions dictate that an infiltration drainage scheme would not be feasible and any scheme would need to attenuate surface water and discharge appropriately in accordance with the SuDS hierarchy which, in this instance, is attenuating surface water with an outfall to the ditch to the south. Attenuation, in the main, is proposed to be through an attenuation basin at the south of the site. The basin has been designed with three different 'levels' to cater for each scenario; 1:100 year event, a 1:100y+30 event and 1:100y+40 event. The design of the latter two elements of the basin ensure that the areas dealing with the 1:100y+30 event and 1:100y+40 events can be useable POS outside of the event periods which is deemed to be infrequent.

4.67 Overland flow from the current site discharges naturally to the adjacent watercourse. Therefore the controlled surface water runoff from the development will follow this and discharge to the watercourse. The remaining surface water discharge options on the hierarchy have been discounted.

4.68 The submitted FRA and drainage strategy details the proposed strategy of the site with the detailed design being secured through a suitably worded planning condition.

#### **Public Open Space**

4.69 The Fareham Planning Obligations SPD (excluding Welborne) sets out the open space requirements for new developments, pursuant to Policy CS21. Developments between 50-299 units should deliver 1.5ha per 1000 population of open space. In addition, developments of 200+ will require the provision of a NEAP and LEAP.

4.70 This application has proposed an alternative open space scheme which has been incorporated into the overall design of the proposal following pre-application discussion with the Council. The proposal incorporates two fenced off areas of play in the centre of the site which will be unequipped. In addition, a circular walking route around the site is proposed. Proposed along this route is play equipment to form a trim trail in order to provide interest along its length and to encourage the use of this perimeter route in this edge of settlement location. The locations of equipment are shown on the submitted landscape drawings with the exact specification to be agreed.

4.71 Additionally, the wooded area to the south of the site is proposed to be incorporated into the

open space scheme through improvements to the access and permeability of this area, landscaping works top facilitate this are proposed.

4.72 The development proposes a variety of open space types; formal LAPs, circular walking route around the periphery of the site, wooded area and green space at the south of the site. It is considered the proposal would provide an acceptable amount of POS in line with local plan requirements that meets the requirements of the proposed development, the dwellings surrounding the site and responds positively to the edge of settlement location.

### **Trees**

4.73 The current tree preservation orders on or adjacent to the site are recognised and no protected trees will be removed. An arboricultural assessment has been undertaken with a full arboricultural impact assessment included within this submission. There will be some targeted removal of trees along the northern and western site boundaries in order to provide pedestrian access links to and from the northern area of open space. It is not considered the proposed removal of a limited number of trees would have a harmful impact on the landscape setting of the proposal when viewed from the north.

### **Archaeology**

4.74 The application is supported by an Archaeological Desk Based Assessment which concludes that there are no overriding archaeological issues on the site.

4.75 Comments received from Historic England to the previous application are acknowledged. It is noted that Historic England identified the site as being separated from the Church by a 'thick band' of trees but the response goes on to suggest that the proposed development may be visible from within the immediate environs of the Church. This is not the case, as illustrated by the photos forming appendix 1, which, in combination with this Statement serves as an analysis of the impact of the developer upon the setting of the Listed Building.

4.76 It should be noted from the images within the appended document that the proposed development would not be visible from the environs of the Church and that the Church is not visible from within the application site. There is a separation distance in excess of 115m between the Church and the nearest proposed dwelling and it should be noted that the majority of the buildings are located significantly further away, additionally separated by a large area of Open Space and an attenuation pond. The aforementioned intervening band of trees, which consists of mature, broadleaf species is in excess of 40m deep and the trees therein are protected by a Tree Preservation Order. The contention, therefore, is that this relationship is such that the proposed development would have no impact upon the kinetic or visual setting of the Listed Church.

4.77b Comments in respect of the 'rural feel' of the area and how this relates to the setting of the

Listed Building are noted. Cartographic evidence suggests that the Church did not stand in isolation. The strength of the northern boundary to the churchyard, when taken together with the position of the burial ground and field boundaries, all suggest that the Church was rarely, if ever, accessed from the application site to the north. The existing Churchyard is accessed from, and fronts onto, Lychgate Green, as it did historically. In light of the observations above, the setting of the Church building will essentially be unchanged following the proposed development.

4.78 In assessing the impact of the this particular development upon the setting of the Church, therefore, the impact is less than negligible and does not harm the setting of the Church, which retains appreciable character of its historic origins by virtue of its intact burial ground bounded by robust planting and its position fronting onto the routes from which it was historically experienced. Moreover, it cannot be dismissed that the more sensitive areas adjacent to the Church have been comprehensively developed in recent years, all without apparent harm to its setting.

4.79 With regard to the 'major' change within the LVIA you referred to by Historic England, this is to be expected as the Public Right of Way is located within the application site and opens onto Open Space upon which the proposed dwellings will front. Image 3 on the attached document shows the view back towards the Church from the Public Right of Way and clearly demonstrates that there is no inter-visibility between the two. 4.80 It is submitted, therefore, that this point ought not, therefore, be used as evidence to infer that the proposed development would visually affect the setting of the nearby Church.

4.81 As discussed above, the scheme has been designed in such a manner as to retain a significant landscape buffer, both in the retention of the trees and the large area of Open Space at the southern edge of the built area, in accordance with the Historic England Guidance.

4.82 Given the above reasoning, Historic England removed its objection to development of the application site during the determination of application P/19/0301/FP.

#### Noise

4.83 The site is located in close proximity to the future Stubbington Bypass to the north. In response, the layout has been devised in order to avoid harmful impacts from road noise emanating from the new Bypass. The report advises of some minor upgrades to trickle vents in order for these dwellings to meet the recommended day and night noise levels. Subject to the implementation of these measures the proposal would not have any harmful impact on the living conditions of the future occupiers of the development.

#### **Statement of Community Involvement**

4.84 The Council's adopted Statement of Community involvement requires developments of this size to be the subject of "...community engagement, appropriate to the scale and nature of the proposed

development and that evidence of this is submitted with an application.”

4.85 In this instance, two Public Exhibitions have been carried out, presenting the 302 unit pre-application scheme that was submitted as the pre-application enquiry to the Council. The first, in mid-December 2018 produced 52 written responses with the following notable issues being raised:

- Concerns over the capacity of local infrastructure, in particular Doctors and Schools
- Traffic Impacts
- Local Flooding Issues
- Welcome new and affordable housing in the Village

4.86 These written submissions were representative of the verbal comments received at the Exhibition.

4.87 This was then followed up with a repeat exhibition in early March, which was organised to ensure that anyone who was away or otherwise engaged in the lead up to the Christmas period also had opportunity to view and comment on the scheme. The comments received (6 in writing) largely replicated those received at the first exhibition.

4.88 Of particular note was that the many residents were not opposed to the principle of the development, rather they were concerned about the perceived impact of the additional population would have upon the local amenities in the Village. Of the younger commentators, the main hope was that the houses were not too expensive.

4.89 The comments received, in addition to the Council's views, were taken into account in the working up of the current proposal, with the notable amendments consisting of:

- Reduction in the number of dwellings from in order to reduce density
- Creation of green routes through site and buffers
- Amendments to layout to re-orientate dwellings at edges of site
- Reduction in the amount of frontage car parking
- Creation of single, large area of POS

#### **Tilted balance**

4.90 Notwithstanding accordance with Policy DSP40, the lack of a 5YLS which engages paragraph 11 of the NPPF which establishes the presumption in favour of sustainable development by applying a “tilted balance” to applications where the housing supply policies are out of date. Amendments to the NPPF (19 February 2019) within paragraph 177 advises that the presumption of sustainable development does not apply unless an appropriate assessment has concluded that the project will not adversely affect the integrity of the habitats site.

4.91 It is acknowledged that Stubbington is a relatively constrained settlement, with the Solent to the south and Titchfield Haven Nature Reserve, which is also designated as SSSI and part of the wider Solent SPA, to the west. The submitted appropriate assessment has concluded that the proposal would not adversely affect the integrity of the habitats site. As such, paragraph 11 and the titled balance is engaged and the Presumption in favour of sustainable development applies to the proposal.

4.92 For decision-taking this means (paragraph 11 of the NPPF):

c) approving development proposals that accord with an up-to-date development plan without delay;  
or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date<sup>7</sup>, granting permission unless:

i. the application of policies in this Framework that protect areas or 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.

4.93 The NPPF at paragraph 59 reiterates the government's objective to 'significantly boost the supply of homes'. It is submitted that this application offers the opportunity to provide 261 new dwellings (104 affordable homes), alongside a substantial area of public open space, making a significant contribution to the identified housing need and protecting other sites, whilst providing community benefits by way of long term protection of sensitive parts of the Strategic Gap and addressing an existing green space shortfall in the local area. The proposal would result in a significant amount of CIL receipts for the Council as well as a significant contribution to Hampshire County Council towards education.

4.94 The starting point is that S38(6) of the Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990 requires that decisions on applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

4.95 It is considered the proposal would have no harm on the Countryside and strategic Gap setting of the site with landscape character and visual impact would not significantly and demonstrably outweigh the benefits of this scheme in making a material contribution to the significant shortfall in housing land in the Borough. It is considered the proposed development represents sustainable development.

## 5. Conclusion

5.1 This statement has provided details to demonstrate the proposal is in accordance with the relevant Policies of the Development Plan and national planning documents.

5.2 As it is has been demonstrated that the Council does not have a 5-year supply of housing land the presumption in favour of sustainable development is a material consideration, in accordance with the NPPF aim to “significantly boost the supply of housing”. On this basis, the provision of 261 dwellings on this site would assist in the achievement of this objective and is a benefit that weighs heavily in favour of the proposed development.

5.3 The proposal would make best and most efficient use of land, significantly contributing to the housing supply, of both market and affordable units, of the Borough whilst ensuring a high quality design through both the built form and landscaping. The needs of modern car usage has been taking into account as the scheme provides the required number of car and cycle spaces which are conveniently located. The development would not have and unacceptable adverse impact on the occupiers of the nearby dwellings and would provide suitable open space and play areas open to the public.

5.4 Persimmon Homes is aware of the recent legislative changes in respect of pre-commencement conditions and remains committed to discussing proposed conditions at the earliest opportunity.