

OFFICER REPORT FOR COMMITTEE

DATE: 14/12/2022

P/22/0867/RM

BUCKLAND DEVELOPMENT LIMITED

FAREHAM NORTH

AGENT: DAVID LOCK ASSOCIATES

RESERVED MATTERS FOR ACCESS, APPEARANCE, LANDSCAPE, LAYOUT AND SCALE FOR THE CREATION OF A NORTH TO SOUTH BRIDLEWAY CONNECTION ON THE WESTERN SIDE OF WELBORNE INCLUDING CONNECTIONS TO EXISTING PUBLIC RIGHTS OF WAY, THE PROVISION OF A CAR PARK TO SUPPORT THE USE OF DASHWOOD AS A SANG, PUBLIC RIGHT OF WAY PROVISION AT FAREHAM COMMON AND REQUISITE UTILITY CONNECTIONS TO SERVE THE FIRST PHASES OF DEVELOPMENT, INCLUDING ANY ASSOCIATED HARD AND SOFT LANDSCAPING, DRAINAGE, CONSTRUCTION ACCESS, ENGINEERING OPERATIONS AND EARTHWORKS INCLUDING DETAILS PURSUANT TO CONDITIONS 45 (DASHWOOD CAR PARK PROVISION) AND 56 (WORK WITHIN 15M OF THE GAS MAIN).

WELBORNE, LAND NORTH OF FAREHAM

Report By

Mark Wyatt – direct dial 01329 824704

1.0 Introduction

- 1.1 This application is before the Planning Committee in accordance with the Scheme of Delegation in that the relevant threshold of public representations has been reached

2.0 Site Description

- 2.1 The application site is irregular in shape. The site extends east to west from the A32 in the north of the site through Heytesbury Farm and along the southern edge of Dashwood. At Dashwood, the site follows the edge of the field round in a southerly direction towards Knowle Road. Crossing Knowle Road the site then continues south adjacent to the land known locally as Knowle Triangle. The red edge has been adjusted to include the east west road through the Dean Farm Estate. The application site moves around the eastern edge of Funtley Village before crossing under the M27 at Funtley Hill. On the south side of the motorway the red edge heads east from Funtley Hill and then north through the area of Welborne to be known as Fareham Common. The application site terminates at the northside of Kiln Road opposite Maylings Farm Road.
- 2.2 The application site is, with the exception of the Heytesbury Farm access track and redundant farmyard in the north and the track through Dean Farm, agricultural land.

3.0 Background

- 3.1 Condition 15 of the Outline Planning Permission for Welborne (P/22/0266/OA) is as follows:

When first agreed in writing with the Local Planning Authority, a reserved matters application (containing relevant information from Conditions 16-41 of this planning permission) could be approved in advance of the approval of the Strategic Design Code document, or the relevant Neighbourhood Design Code, or Site Wide Housing Strategy or the Biodiversity Enhancement Strategy. In these circumstances, a statement justifying submission of reserved matters prior to agreement of these matters must be submitted as part of this reserved matters application.

REASON: to ensure a comprehensive and appropriate form of development and to ensure that strategic work does not delay site works or the delivery of infrastructure to enable development on related neighbourhoods, specifically enabling works.

- 3.2 This condition was included in the Welborne outline permission to enable the submission of a reserved matter application in advance of the strategic level documents which are yet to be submitted or approved.
- 3.3 This application is described as essential and enabling infrastructure, which will not be directly affected by the provisions of the strategic documents nor will this application fetter the provisions of these documents. Condition 15 specifically enables the approval of applications such as this.
- 3.4 The application submits that the approval of this application will enable the delivery of critical infrastructure at Welborne which will in turn help support the delivery of housing at the new community.

4.0 Description of Proposal

- 4.1 This is the first reserved matter application pursuant to the outline permission for Welborne. It proposes early items of infrastructure including:

- Dashwood SANG Car Park
- The new north to south route to school bridleway link
- Footpath and bridleway connections across Fareham Common
- Services and utilities
- Advance planting; and
- Haul roads and site compounds to facilitate these works.

Dashwood SANG Car Park

- 4.2 The Dashwood SANG (Suitable Alternative Natural Greenspace) is to be delivered prior to the first residential occupation. This delivery is secured in the outline planning permission with a limitation on occupations at Welborne through both conditions and in the Section 106 legal agreement. Whilst Dashwood itself is within the administrative boundary of Winchester City Council, the land has been secured to mitigate the impacts from Welborne. The proposed SANG will be served by a new car park to the south of the woodland itself but on the north side of Knowle Road onto which it will access.
- 4.3 The car park will provide 38 spaces including three disabled spaces and two spaces suitable for horse boxes. The car park is to be finished with a gravel surface and landscaping to its edges. Its primary purpose is to serve the SANG at Welborne but it would also be used for the wider Welborne leisure and green space offer once the site is developed out.

The new north to south route to school bridleway link

- 4.4 This element of the application proposes a footpath which varies in width between 3-4m along its length which is proposed to connect from Dashwood in the north west corner of the Welborne site down its western side to the Funtley Hill bridge and onto Kiln Road.
- 4.5 The requirements for delivery of this route (which will ultimately be the new route for footpath 86 which is expected to be diverted onto this new path north of Funtley) is secured within the outline planning permission S106 agreement as part of the agreed works to the rights of way network. The new bridleway will depart from the existing path number 86 on the northern edge of Funtley and will then follow an existing desire line around the eastern edge of Funtley before arrival on Funtley Hill.
- 4.6 Works to narrow Funtley Hill to a single carriageway under the M27 bridge have been secured through the Section 106 legal agreement as a part of the outline permission.
- 4.7 The new footpath link will continue on the south side of the motorway to link to the new Junction 10 multi-user path and then up to Kiln Road opposite its junction with Maylings Farm Road. Crossing provision to Kiln Road works are secured through the Section 106 legal agreement as part of the outline permission.

Services and utilities

- 4.8 Alongside the new proposed north to south bridleway, a number of service connections are proposed which link between connection points at Funtley Hill to the south and Knowle Road to the north. These services include a gravity fed foul sewer which is required for the first phases of residential development at Welborne.
- 4.9 The septic tank for Heytsebury Farm is also proposed, by the application amendments, to be relocated as part of this proposal.

Advance planting

- 4.10 The proposed development is supported by landscape mitigation for the works proposed along the north to south bridleway. This landscaping mitigation has been designed to provide ecological habitat, screening and ecological connectivity, whilst facilitating access to the footpaths and bridleways proposed. There is also proposed planting surrounding the proposed SANG car park.

Haul roads and site compounds to facilitate these works

- 4.11 In order to implement the works proposed a haul road is proposed from the A32 at the Heytesbury Farm entrance point. The Haul Road runs east to west from the A32 to the redundant farmyard. Part of the haul road route is also a public footpath (path number 87). The application has been amended with the application proposing the diversion of footpath 87 further north than the current route for its length between Heytsebury Farm and the A32 to separate it from the haul road. At the farm yard the haul road continues to run east to west, but on the south side of the established field hedge. The footpath here runs on the north side of this field hedge such that the two routes continue to be separate from here onwards. The haul road follows the edge of the field around the western edge and down towards Knowle Road. Site compounds and accesses onto the Haul Road will be created in order to deliver the proposed works.
- 4.12 South of Knowle Road it is proposed to utilise the east west road and farm track through Dean Farm for construction traffic as well as a Haul Road to facilitate the path construction in this part of the site and north of the M27. The route through Dean Farm is also a public right of way; footpath number 88.
- 4.13 Works south of the M27 propose to utilise Kneller Court Lane for construction access.

5.0 Policies

- 5.1 The following policies apply to this application:

National Planning Policy Framework (NPPF)
Planning Practice Guidance

5.2 **The Local Plan Part 3. The Welborne Plan:**

- WEL1 – Sustainable Development
- WEL2 – High Level Development Principles
- WEL3 – Allocation of land
- WEL4 – Comprehensive Approach
- WEL6 – General Design Principles
- WEL7 – Strategic Design Codes
- WEL23 – Transport Principles for Welborne
- WEL27 – Encouraging Sustainable Choices
- WEL28 – Walking and Cycling
- WEL29 – Onsite Green Infrastructure
- WEL30 – Avoiding and Mitigating the Impact on Internationally Protected Sites and Off- Site Green Infrastructure
- WEL31 – Conserving and Enhancing Biodiversity
- WEL32 – Strategic Green Corridors and Connections
- WEL34 – Detailed Landscaping
- WEL37 – Water Efficiency, Supply and Disposal
- WEL39 – Flooding and Sustainable Drainage Systems
- WEL41 – Phasing and Delivery
- WEL43 – Development Construction and Quality Control

Other Documents:

5.3 Welborne Design Guidance

6.0 *Relevant Planning History*

6.1 The following planning history is relevant:

P/17/0266/OA	A New Community Of Up To 6000 Dwellings (C3 And C2, Including A Care Home Of Use Class C2) Together With A District Centre (Comprising Up To 2,800M2 Food Store Retail (A1), Up To 2,419M2 Of Non-Food Retail (A1) And Up To 2,571M2 Of Other Non-Convenience/Comparison Retail Use (A1 - A5)); A Village Centre (Comprising Up To 400M2 Food Store Retail (A1), Up To 1,081M2 Of Non-Food Retail (A1), A Public House (Up To 390M2 A4 Use) And Up To 339M2 Of Other Non-	Permission 30/09/2021
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Convenience/Comparison Retail Use (A1 - A5)); Up To 30,000M2 Of Commercial And Employment Space (B1); Up To 35,000M2 Of General Industrial Use (B2); Up To 40,000M2 Of Warehousing Space (B8); A Hotel (Up To 1,030M2 C1 Use); Up To 2,480M2 Of Community Uses (D1 And D2); Up To 2,200M2 Ancillary Nursery (D1), Health Centre (D1) And Veterinary Services (D1); Retention Of Dean Farmhouse; A Secondary School, 3 Primary Schools; Pre-Schools; Green Infrastructure Including Formal And Informal Open And Amenity Space; Retention Of Some Existing Hedgerows, Grassland, Woodland Areas, Allotments, Wildlife Corridors; All Supporting Infrastructure; Household Waste Recycling Centre; Requisite Sub-Stations; Sustainable Drainage Systems Including Ponds And Water Courses; A Remodelled M27 J10 Including Noise Barrier(S); Works To The A32 Including The Creation Of Three Highway Junctions And New Crossing(S); Distributor Roads (Accommodating A Bus Rapid Transit Network) And Connections To The Surrounding Cycleway And Pedestrian Network; Car Parking To Support Enhanced Use Of Dashwood; Ground Remodelling; Any Necessary Demolition; With All Matters Reserved For Future Determination With The Exception Of The Works To M27 J10 And The Three Highway Junctions And Related Works To The A32.

P/18/1192/FP	Management Of Wildlife Habitat, Including Habitat Clearance And Habitat Creation, Planting And Structural Landscaping, Which Will Include Movement, Re-Profiling And Reinstatement Of Excavated Topsoil.	Permission 13/12/2018
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7.0 Representations

7.1 The first round of publicity was held following the submission of the application.

Six letters of objection were received (11 Knowle Avenue; 45 & 47 Kiln Road; Ridgeways, Marlings, Leahurst all on Wickham Road) in response to the application when it was originally submitted. The issues raised are:

7.2 *Material Planning Considerations:*

- The approval should stipulate that no connection for construction traffic is made to Knowle Road to limit dust and noise on the Knowle village residents.
- The farm access off the A32 is not regularly used by large vehicles.
- Farm access is unsuitable for construction access turning onto busy A32.
- There was a recent accident at the Pinks Woodmill opposite; this should be considered when thinking about the access onto the A32.
- The applicant should consider building the new roundabout to get into the site first or come off Knowle Road and not use this access point.

7.3 *Non-Material Planning Considerations:*

- Concerns at the toucan crossing over Kiln Road at the south side of Fareham Common.
- The road is too busy for a crossing and that this is the wrong place for it.

7.4 Fareham and District Society: Objection

- The Society does not want to unduly delay the delivery of Welborne, however there are concerns that need to be addressed.
- The point of access onto the A32 for the haul road is considered dangerous and there is insufficient information on the existing and proposed traffic movements to judge the impact. A location further south would be better and should be investigated.
- More substantial trees should be planted around Dashwood car park.
- There should be no lighting along the proposed path
- The proposed bridleway should be tree lined to make the route attractive for use
- Tree removal maps seem unclear
- The bridleway surface should be suitable for this rural setting.
- The harm to paths raised by the Countryside Officer need to be addressed as they are an attractive means for residents to access the countryside.

7.5 Knowle Residents Association: Comments

- Pleased to see existing trees retained in the proposed car park
- Hope hedging and screening on approach is retained too.
- Car park surfacing should be in keeping with access to a natural park and woodland
- The access to the car park is immediately adjacent to the access for the application with Winchester City Council for land north of Ravenswood off

the village roundabout. We assume the intention is to reduce the speed limit here?

- We presume the car park and Dashwood access will be kept secure.
- The village pupils attending Swanmore College are dropped off at the bus stop immediately opposite the car park entrance.
- We hope that the developer respects that Knowle Road is the only means of access to the village and therefore needs to be kept clear of construction traffic.

7.6 A second round of publicity was held in October 2022 following the submission of amended and additional documents:

One further letter of objection was received (44 Funtley Hill) raising the following issues:

7.7 *Material Planning Considerations:*

- The proposed bridleway passes the whole length of our back garden and no consideration has been given for our privacy or our property.
- Impact negatively on the ability to enjoy our gardens and home.
- Originally a 5 meter distance between existing properties and the proposed site was decided, however this bridleway (road) has no 5 meter spacing or shrubs and trees planted between it and our property.
- It is invasive and disruptive.

7.8 *Non-Material Planning Considerations:*

- Heavy plant machinery and vehicles will be passing within feet of our boundary which is likely to cause damage to our property.
- There will be a negative impact to the value of our property.

7.9 One Letter was received making only comments (52 Funtley Road):

- Footpath 86 currently runs through the northern part of my garden
- It is reasonable to divert this path around onto the new bridleway as the current path is difficult to use at this time of year with mud and water gathering at the top of the path

7.10 Fareham and District Society: Objection

- It is noted that there is now a safety audit provided but it does not say if government standards have been met. Nor is there any detail on speeds past the entrance onto the A32. The Society maintains its objection on safety grounds.
- The Society is disappointed that the applicant has not taken the decision to tree line the bridleway. It would have made the path more attractive and pleasing to use.

- We are not reassured on tree loss and the reference to the arboricultural assessment doesn't help as the appendices are difficult to read.
- The realignment of footpaths are noted and the Countryside Officer's comments are awaited.
- The absence of lighting is welcomed
- Footpath 90 runs along Kneller Court Lane. Clarification is needed on the likely vehicles using this access for works south of the M27

8.0 Consultations

INTERNAL

Arboriculture

- 8.1 No objection subject to condition

Environmental Health (Contaminated Land)

- 8.2 No objection subject to conditions

Ecology

- 8.3 No objection subject to conditions:
- The additional survey work identifies the presence of rare barbastelle bats foraging/commuting in the area so the importance of the site for bats has increased.
 - The submission details that construction work would be during daylight hours only.
 - More information is also provided for dormouse and reptiles.
 - Providing the development is undertaken in accordance with the CEMP and Biodiversity Enhancement Strategy there are no further issues.

EXTERNAL

Natural England

- 8.4 Comments:
- We do not object to the amendments and have no further comments to our earlier consultation comments:
 - We welcome the Statement of Compliance with the Biodiversity Enhancement Strategy
 - The CEMP should be agreed with the District Ecologist
 - Consider the impacts of the proposed development on any local wildlife or geodiversity sites, in line with paragraphs 175 and 179 of the NPPF
 - For further information on the SANG car park please refer to Natural England SANG guidelines

Hampshire County Council Highways

8.5 No objection.

- Further amendments have been received to address the Highway Authority comments;
- The multi user route over Fareham Common is now shown as lit. The detail of this will be resolved at section 38 stage;
- Intervisibility is now shown where the bridleway meets Funtley Hill and Knowle Road;
- Locations of speed data to support the visibility on Knowle Road has not been provided but the Highway Authority consider the visibility to be acceptable subject to the section 278 approval process;
- Visibility is now shown at Heytesbury Farm and Dean Farm accesses;
- Locations of speed data and weather conditions to support the visibility on Knowle Road are not confirmed;
- At Heytesbury Farm one of the visibility splays will require a departure from the standard during the s278 process;
- Tracking of vehicles at the accesses are acceptable;
- Vehicles leaving Heytsebury Farm will need to turn right only and not head towards Wickham. Vehicles leaving Dean Farm will need to turn left only and turn at Knowle Roundabout to access the M27. Both manoeuvres are set out within the Construction Traffic Management Plan;
- Based on low vehicle flows, the Kneller Court Lane access can be managed via compliance with the Construction Traffic Management Plan.

Hampshire County Council Countryside Service

8.6 No objection.

- Subject to the diversion of path 87 being formalised
- The diverted route is no less than 2.5m wide and generally 4.5m from the haul road
- The surface is in accordance with HCC standards
- Future maintenance of the diverted path is secured
- Access along path 87 remains “at the level” ie...no stepped access.
- A banksman is utilised at the access junction with the A32 until such time as the diverted route is provided
- Drivers of construction traffic are to be briefed on the relationship of path 88 through Dean Farm to the haul road and keep speeds low as a result
- Until such time as public access rights are extinguished along path 90 (Kneller Court Road) construction vehicles will be limited as outlined in the Construction Traffic Management Plan which limits light vehicles only.

Hampshire County Council Lead Local Flood Authority

8.7 No objection subject to conditions

Winchester City Council

8.8 No objection subject to condition:

- A condition requiring the haul road removal and land restoration should be considered

Southern Water

8.9 Comments:

- It is possible that a sewer now deemed to be public could be crossing the development site.
- The 525mm sewer requires a 3.5m clearance on either side
- No development or planting should be carried out within this 3.5m clearance
- The 375mm sewer requires a 3m clearance on either side
- No development or planting should be carried out within this 3m clearance
- Existing infrastructure should be protected during works
- No soakaways, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 metres of public or adoptable gravity sewers

Meon Ramblers

8.10 Objection (comments based on the original plans, no comments received for the amendments):

- Support the creation of bridleways across Fareham Common.
- We oppose the stopping up of the highway beneath the M27 as this would entail the diversion of the current route alongside a major highway
- We recommend a link be provided between the proposed bridleway over Fareham common and the minor road instead of mentioning a possible stopping up order.

British Horse Society

8.11 Comments

- The applicant has amended the horsebox parking layout following very positive discussions with us.
- 3m is adequate for a bridleway however a further verge also allows elective segregation of the path with other users.
- The signal control at Kiln Road should also include the ability for horse riders to trigger the crossing
- The new bridleways should be recorded on the definitive map

9.0 *Planning Considerations*

9.1 The following matters represent the key material planning considerations which would need to be assessed to determine the suitability of the development proposal. The key considerations in the determination of the application are:

- The principle for the development
- Impact upon the rights of way network
- SANG delivery and ecological enhancement
- Highway Safety and Construction Traffic Routing
- Utilities and Drainage infrastructure
- Trees and ecology
- Links to Fareham

The Principle for the development

- 9.2 As set out above earlier in the report, the principle for the SANGS car park and delivery of the new bridleway link running north to south is established through the grant of the outline planning permission P/17/0266/OA. The site falls within the Welborne Plan allocation and the proposal seeks to deliver infrastructure for Welborne. On that basis the principle for the development is acceptable subject to the further consideration of the issues below.

Impact upon the rights of way network

- 9.3 There are a number of rights of way that are affected by the proposal. This report will work through the routes from north to the south.
- 9.4 As noted above in the description of development, footpath 87 runs east to west from Heytesbury Farm through to the A32. The proposal seeks to use this route for construction traffic. The application, as amended, proposes to divert the footpath between the A32 and Heytsebury Farm, slightly to the north, behind the former farmyard and then back in front of the two properties known as 5 & 6 Heytsebury Farm Cottages before joining the A32 just to the north of the existing path and farm access.
- 9.5 Concern was initially raised by the Countryside Service at Hampshire County Council with regards to the footpath and haul road sharing the same route and the path being segregated from construction traffic solely by herras fencing. The amendments to the application seek to realign the path and haul route so that walkers are not immediately adjacent to the haul road route which is considered to be acceptable in terms of walker safety and for the amenity and usability of this route.
- 9.6 The only portion of the path that will initially remain shared with the haul road is the end point at the junction with the A32. This part of the site access will be managed with a traffic marshal to ensure there is no pedestrian and vehicle

conflict until such time as the necessary footpath connection is made through the existing boundary hedge.

- 9.7 The proposed path is to be constructed as part of the first works on the application site and will be available for use by walkers early in the development. The formal process for diverting this footpath onto the definitive rights of way map is separate to the planning application process and will be addressed after the approval of this reserved matter application.
- 9.8 Regarding the amended plans the Countryside Service at Hampshire County Council has accepted the amended route to footpath 87 and has agreed to the temporary management of the A32 access point by a traffic marshal until the proposed footpath connection is provided.
- 9.9 Beyond Heytesbury Farm to the west the footpath and haul road separate and the existing field hedge separates the construction traffic and walkers. At this point the path changes to number 23b. The impact of the construction traffic on the amenity of the route will be less intrusive as a result of the separation of traffic and walkers at this point and the presence of the hedge.
- 9.10 Path 23b follows the field edge round the corner of the field with Dashwood on its northern side before changing to path number 86 on the western side of the site and down to Knowle Road. The route of the path will need to be diverted in this location to allow for the delivery of the Dashwood SANG car park. The Countryside Service at Hampshire County Council has no concerns on this point.
- 9.11 To the south side of Knowle Road, route 86 continues. The new north to south route runs adjacent to path 86. Once installed the applicant proposes to seek a diversion of path 86 onto the new route which will also become a bridleway.
- 9.12 The new path will provide suitable connections to east west path number 15 (off site on the south side of Knowle Triangle) and 88 (through Dean Farm).
- 9.13 The amended plans detail that there would be a construction compound within Dean Farm for all the work south of Knowle Road and north of the M27. This compound will access the construction site using a haul route to the immediate north of path 88. The submission sets out that the actual extent of traffic on this route will be relatively low and few in number given the construction make up of the path. Hampshire County Council Countryside Service has sought confirmation that drivers using this part of the site are briefed on the proximity of the haul route to the footpath and that drivers will keep speeds low to allow for walkers and that there will be adequate construction signage to warn both walkers and vehicles of the footpath.

- 9.14 As the new north to south path reaches the north-eastern edge of Funtley it will run around the eastern edge of the settlement with the route of path 86 continuing on its current alignment and a connection provided to link the new and existing path. In representations third party comments request that the existing path 86 be diverted onto the new path. The proposal seeks to retain the existing path and provide a new path as well. The provision of two paths is considered a positive and would ensure that there are route choices and, being mindful of the fact that the route will be part of the Welborne SANG provision, the permeability of the routes into the surrounding parts of the Borough is a positive in making the site easily accessible.
- 9.15 Representations from 46b Funtley Hill have also queried the proximity of the new bridleway to the garden boundaries along Funtley Hill. In this location the footpath is offset approximately 16m from the boundary of 46b which in itself is a well established boundary. Between the path and the boundary is a fenced area of wildflower meadow planted as part of the ecological mitigation and advanced planting works permitted under the permission P/18/1192/FP – see planning history section above. On this basis the proposal is not considered to be demonstrably harmful to the amenity of these properties.
- 9.16 After circling Funtley the route crosses footpath 89 which runs east to west on the north side of the M27 and ends at Funtley Hill. The route would continue under the M27 and then enter the land on the south side of the motorway into the part of Welborne known as Fareham Common.
- 9.17 The route would run east to west alongside the southern edge of the M27 until it reaches path 90, Kneller Court Lane. The northern part of this path is to be stopped up as part of the J10 works. The Meon Ramblers have objected to the proposal to stop up this route. Whilst their comments are noted, the stopping up of this footpath is necessary in order to construct the new westbound on-slip for the all-moves junction 10 and deliver Welborne. This is not, however, part of this application.
- 9.18 The works on Fareham Common also include a new multi-user route broadly north to south across Fareham Common from Kiln Road at the junction with Maylings Farm Road to the new Junction 10. This route was secured through the outline planning permission and is seen as a positive addition to the route network.
- 9.19 Concern has been raised in initial representations at the nature and location of the crossing point on Kiln Road. However, this matter was considered as part of the outline permission and is secured in the Section 106 legal agreement. The links from the site into Fareham are considered further below.

- 9.20 Overall, there will be further diversions, stopping up and processes to be completed that affect the rights of way following this application, but for the purposes of this planning application the implications for the rights of way network are considered acceptable and will help provide some early infrastructure for the first residents at Welborne to link them to Fareham without having to walk or cycle alongside the busy A32.
- 9.21 The proposals accord with policies WEL6, WEL23, WEL27, WEL28, WEL29, WEL31, WEL32, WEL41 and WEL43 of the adopted Fareham Local Plan Part 3: The Welborne Plan.

SANG delivery and ecological enhancement

- 9.22 Dashwood is the first of the three parts of the Welborne SANG Strategy to be delivered and it is to be provided prior to first occupation at Welborne. As well as the laying out of the SANG within Dashwood itself, a new SANG car park is proposed on the north side of Knowle Road with the above described bridleway alongside path 86 providing a link from the car park to the SANG.
- 9.23 The car park will provide 38 spaces including three disabled spaces and two spaces suitable for horse boxes. The car park is to be finished with a gravel surface and landscaping to its edges. There is no objection to the SANG car park from the Highway Authority, the Ecologist, Natural England nor the Countryside Service at Hampshire County Council. It is also noted that the British Horse Society is content with the amendments made to the application to accommodate equestrians.
- 9.24 South of Knowle Road the delivery of the new north to south bridleway link takes its route through the area of Welborne that will be delivered as part of the SANG for the new community known as Welborne Mile. The route of the path along with the landscaping scheme has been designed sensitively, to ensure that there will be no conflict with any future SANG landscaping scheme.
- 9.25 The amendments to the application in November 2022 clarified the extent of hedgerow loss and woodland habitat impacts. The amendments also included updated dormouse and reptile strategies as well as bat activity surveys along with appropriate mitigation measures. The Ecologist advising the Council is satisfied that the amended documents and associated mitigation strategies are acceptable
- 9.26 The application minimises tree and hedgerow loss, recognising the future contribution of mature, existing vegetation to the eventual SANG function of Welborne Mile and Fareham Common. Where there is tree loss, this is

supported by an Arboricultural Impact Assessment and the Tree Officer is satisfied with its content.

- 9.27 The land take is the minimum area required to deliver the bridleway and utilities forming part of this infrastructure package. The design seeks to mitigate the limited tree loss through new planting that forms part of the application proposals. However the new planting is designed to be incorporated, in the future, into the wider SANG as the new community is delivered. A tree lined bridleway, as suggested by the Fareham Society, would not function successfully once the surrounds of the bridleway are fully laid out as part of the SANG. The new planting comprises a range of native species and age specifications so as to diversify structure from the point of planting but to also provide a range of food sources for the surrounding wildlife such as dormice.
- 9.28 It is noted that Winchester City Council has commented positively, in their original comments, on the use of the native species in the landscaping details and the Ecologist has also now commented that the proposal is acceptable.
- 9.29 The protection of landscape features and protected species will accord with policies WEL4, WEL29, WEL31 and WEL43 of the adopted Fareham Local Plan Part 3: The Welborne Plan.

Highway Safety and Construction Traffic Routing

- 9.30 The application seeks to avoid any significant construction traffic intervention along Knowle Road at this stage. To that end the proposal is to service the construction site and areas via the farm accesses from the A32 through Heytesbury Farm and Dean Farm.
- 9.31 Third party letters have expressed concern at the use of the Heytesbury Farm access for several reasons. Firstly is that even at its height as a working farm (the current farm buildings are empty and in a poor state of repair) the level of farm traffic would not have been commensurate with a construction site of this size. Furthermore, the proposal will result in additional large vehicle movements onto the busy A32 just after the brow of the hill to the north. The road markings are worn in places and letters set out that there has recently been an accident at the entrance to the former Pinks Sawmill site on the other side of the Wickham Road which, local residents suggest, must have a bearing on the suitability of the farm access for construction purposes.
- 9.32 Both residents and the Fareham Society have queried why a location further south could not be considered, or even utilising access of the Knowle Road itself.

- 9.33 The new roundabout at Forest Lane as part of the outline planning permission is a fairly significant piece of infrastructure with realignment of the A32 required as well as substantial land movement given the elevated nature of the A32 in this location relative to the Welborne site.
- 9.34 The Heytesbury Farm access exists and can be utilised without significant infrastructure delivery at this stage. Furthermore, whilst the farm access has recently been relatively quiet in terms of vehicle movements, it would, at one point, have accommodated some large agricultural vehicles accessing the A32.
- 9.35 The submitted CEMP (Construction and Environmental Management Plan) sets out that all the development in this application, on land north of Knowle Road, will utilise Heytesbury Farm and the plans show the vehicle tracking of a construction lorry entering and leaving the site onto the A32. The CEMP details that the haul road will have passing places along its length and there will be a banksman on site to help large vehicles manoeuvre.
- 9.36 Vehicles leaving the Heytesbury Farm entrance are required, through the Construction Traffic Management Plan (CTMP), to turn right on leaving the site and head down the A32 southwards. Subject to the CTMP being secured by condition Hampshire County Council the Highway Authority is satisfied that the development is acceptable.
- 9.37 The Amended Plans and Documents include a Road Safety Audit of the accesses in light of the comments raised plus amendments to the Construction Traffic Management Plan (CTMP) and adjustments where necessary to the drawings to clearly illustrate levels of visibility.
- 9.38 The Highway Authority has raised no objection to the proposal, noting that the concerns initially raised are now addressed through the amended plans and actions to be undertaken within the Construction Traffic Management Plan. There are finer details of the highway design that are subject to future approval under the relevant sections of the Highways Act. However the detailed design approval would not change the junction layout and detail of the proposals that comprise this application. The Highway Authority has encouraged the applicant to engage in the approval process as soon as possible and raises no objection.
- 9.39 The proposals accord with policies WEL23, WEL28, WEL41 and WEL43 of the adopted Fareham Local Plan Part 3: The Welborne Plan.

Utilities and Drainage infrastructure

- 9.40 As set out above, alongside the proposals for new north to south bridleway, a number of service connections are proposed which link between connection

points at Funtley Hill to the south, and Knowle Road to the north. These services include a gravity fed foul sewer, which is required for the first phases of residential development at Welborne.

- 9.41 Both Southern Water and Hampshire County Council the Lead Local Flood Authority have raised no concerns at the proposal subject to appropriate management being in place for the future maintenance of the drainage infrastructure and by adopting suitable building techniques and methods to protect existing drainage infrastructure through the site.
- 9.42 The application site also proposes to re-position the Heytsebury Farm septic tank due to its poor condition and proximity to the haul road. Its new position is on the north side of the haul road (south of the proposed route for the diverted footpath) and will connect to the existing properties (5 & 6 Heytsebury Farm Cottages) as well as the site welfare facilities.
- 9.43 Condition 56 of the outline planning permission for Welborne requires details of levels and protection of the gas infrastructure on the site when development is within 15m. The proposed haul roads cross the gas pipeline on the site. The measures to protect this infrastructure is detailed within the CEMP with specific reference to the Southern Gas Networks instructions for safe working in the vicinity of pipelines. The CEMP sets out that the contractor, when appointed, will provide an itemised schedule of all interactions with the pipelines and set out the control measures to be provided.
- 9.44 The protection of existing and the early provision of utility infrastructure will accord with policies WEL4, WEL37, WEL39, WEL41 and WEL43 of the adopted Fareham Local Plan Part 3: The Welborne Plan.

Links to Fareham

- 9.45 At the point where the new multi-user path through Fareham Common arrives at Kiln Road, third party comments have aired concern at the appropriateness of this as a location for a crossing point.
- 9.46 This location was secured by the outline planning permission given the location of the crossing point relative to routes to other existing schools down Maylings Farm Road. The outline planning permission secured a financial contribution paid by the developer to the County Council for the delivery of a new toucan crossing point at this location. This matter is therefore not for reconsideration as part of this application.

- 9.47 The crossing point in the position shown was previously considered to be acceptable and the Highway Authority has not expressed any new concerns the location of the proposed facility.
- 9.48 The British Horse Society has requested that the Kiln Road crossing provision also include a high button to trigger the crossing so that riders can trigger the crossing point without having to fully dismount. The BHS is not seeking a full Pegasus crossing, but just a higher button for horse riders. This request has been shared with the Highway Authority for further consideration when the contribution is being used to design and construct the crossing over Kiln Road.
- 9.49 The proposals accord with policies WEL4, WEL6, WEL23, WEL27, WEL28, WEL29, WEL30, WEL32 and WEL43 of the adopted Fareham Local Plan Part 3: The Welborne Plan.

Summary

- 9.50 This application is considered to be in accordance with the outline planning permission and is considered compliant with the policies of the Welborne Plan. The development proposed represents the delivery of critical enabling infrastructure which is an essential aspect of delivering Welborne. Its early delivery will work to facilitate the infrastructure requirements that will support the delivery of the first homes at Welborne.

10.0 Recommendation

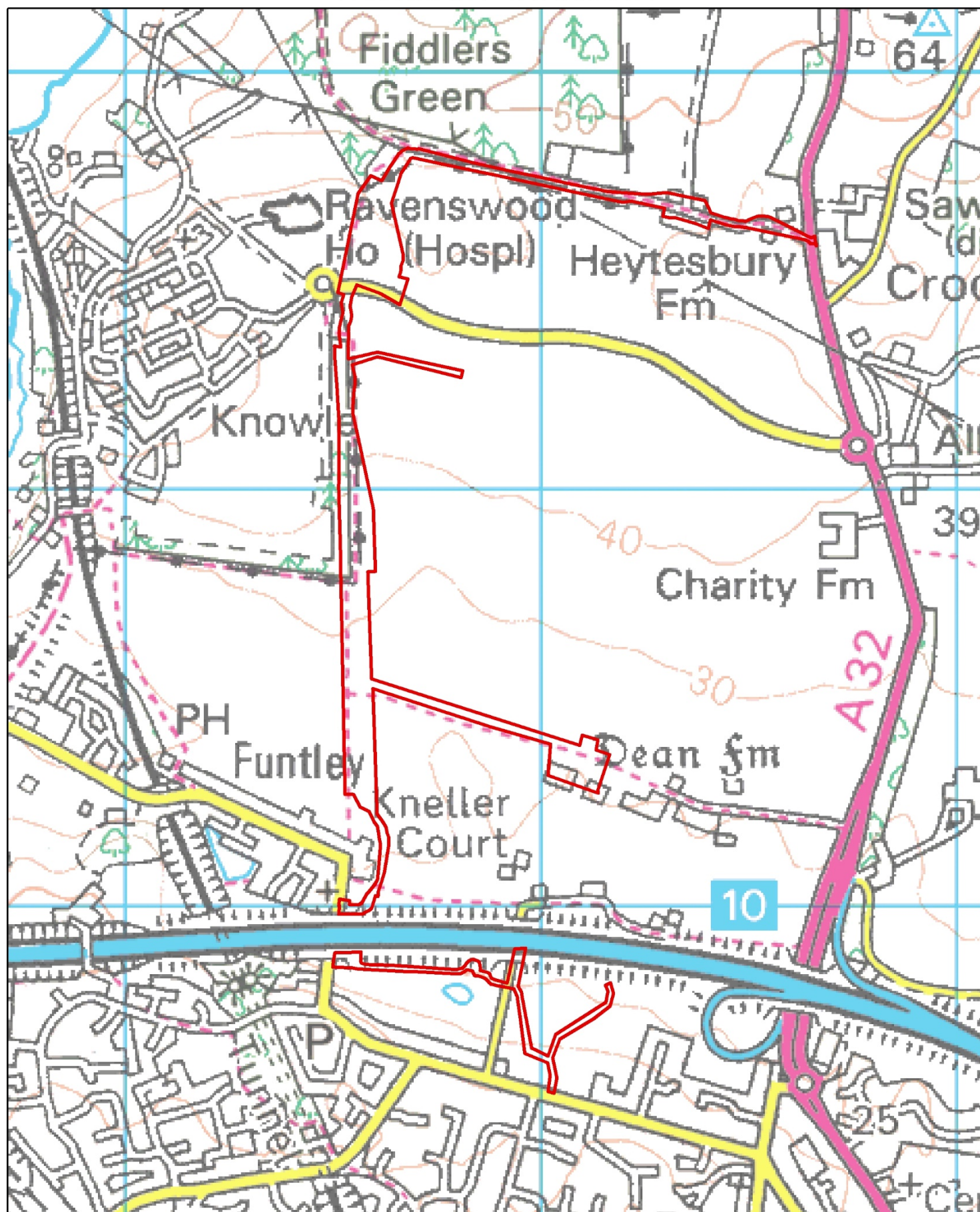
- 10.1 APPROVE RESERVED MATTERS AND APPROVAL OF DETAILS PURSUANT TO CONDITIONS 45 AND 56 subject to conditions.
- 10.2 The Schedule of Conditions will be provided in the written update paper

11.0 Background Papers

Application documents and all consultation responses and representations received as listed on the Council's website under the application reference number, together with all relevant national and local policies, guidance and standards and relevant legislation.

FAREHAM

BOROUGH COUNCIL



Welborne
Land North of Fareham
Scale 1:12,000



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