

## **OFFICER REPORT FOR COMMITTEE**

**DATE: 16<sup>th</sup> August 2023**

**P/23/0383/RM**

**BUCKLAND DEVELOPMENT LIMITED**

**FAREHAM NORTH**

**AGENT: DAVID LOCK ASSOCIATES**

APPLICATION FOR RESERVED MATTERS APPROVAL FOR THE APPEARANCE, LANDSCAPE, LAYOUT AND SCALE FOR THE CREATION OF A ROUNDABOUT JUNCTION ON KNOWLE ROAD TO ALLOW ACCESS TO WELBORNE, INCLUDING ANY ASSOCIATED HARD AND SOFT LANDSCAPING, DRAINAGE, UTILITY CONNECTIONS, CONSTRUCTION ACCESS, ENGINEERING OPERATIONS AND EARTHWORKS INCLUDING DETAILS PURSUANT TO CONDITIONS 13 (COMPLIANCE WITH THE SITE WIDE BIODIVERSITY ENHANCEMENT STRATEGY), 16 (SCALE, MATERIALS, DESIGN AND LANDSCAPING), 17 (LEVELS), 19 (CONTAMINATION), 22 (CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN), 27 (SURFACE WATER DRAINAGE), 28 (ECOLOGY MITIGATION), 29 (ARBORICULTURE) AND 34 (ACCESS) OF P/17/0266/OA.

WELBORNE, LAND NORTH OF FAREHAM

### ***Report By***

Mark Wyatt - direct dial 01239 824704

### ***1.0 Introduction***

1.1 This application is presented to the Planning Committee for determination given the number of third-party representations received.

### ***2.0 Site Description***

2.1 The application site extends approximately 400m along the length of the existing Knowle Road. The site starts at the western end of the existing road, just before the existing roundabout at the village entrance and then extends east for approximately 250m. At this point the application site extends into the land on the north and south side of Knowle Road for approximately 75m and 52m respectively with the associated landscape clearance into the agricultural land on each side of the existing road. The application site then continues east along the alignment of the existing Knowle Road for a further 120m.

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

3.1 This application seeks the reserved matter approval of the 'appearance', 'landscape', 'layout' and 'scale' for a new roundabout along Knowle Road into the development land at Welborne on the north and south side of the road.

3.2 The new roundabout is designed as a four-arm roundabout and will have a 34m diameter with single lane approaches to each arm. The existing footpath and

cycleway on the south side of Knowle Road will be re-routed around the southern side of the new roundabout with crossing points proposed over the new arm on the south side of the road. A new footpath is proposed on the north side of Knowle Road from the northern arm of the roundabout westwards towards the previously approved Dashwood SANG car park location.

- 3.3 On the eastern side of the proposed roundabout are two drainage swales with suitable tree planting (Maple, Sweet Chestnut, Walnut, Oak and Lime) also proposed. The grass verges alongside the roundabout and footpaths are to be either a meadow mix or a grassland mix.
- 3.4 The roundabout will be lit with street lighting columns and lighting will also be provided along the southern side of Knowle Road within the application site with columns of 6m (along the footpath) and 8m (along the road) in height.
- 3.5 The proposed roundabout is part of the infrastructure needed to service the delivery of the first neighbourhood at Welborne. The northern arm will service the “Dashwood” neighbourhood and internal roads will eventually link through to the “Chesterfield” neighbourhood and village centre also. In the future the southern arm of the new roundabout will service the Welborne neighbourhoods on the south side of Knowle Road.

#### **4.0 Policies**

- 4.1 The following policies apply to this application:

The Welborne Plan:

- WEL2 – High Level Development Principles
- WEL4 – Comprehensive Approach
- WEL6 – General Design Principles
- WEL23 – Transport Principles for Welborne
- WEL25 – Local Road Transport & Access
- WEL27 – Encouraging Sustainable Choices
- WEL28 – Walking & Cycling
- WEL31 – Conserving and Enhancing Biodiversity
- WEL32 – Strategic Green Corridors and Connections
- WEL33 – Structural Landscaping
- WEL34 – Detailed Landscaping
- WEL41 – Phasing & Delivery

#### **Other Documents:**

National Planning Policy Framework (NPPF) 2021  
Welborne Design Guidance

## 5.0 **Relevant Planning History**

5.1 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-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	OUTLINE PLANNING PERMISSION 30/09/2021
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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.

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|--------------|--|------------------------|
| P/22/0867/RM | 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).  | APPROVED<br>15/12/2022 |
| P/22/1020/RM | Reserved matters in relation to outline planning permission P/17/0266/OA: for access, appearance, landscape, layout and scale for the construction of haul roads and initial base course road carriageway related to the delivery of initial phases of Welborne to the north of Knowle Road, including any associated drainage, soil movement, utility connections, substations, construction access, engineering operations and earthworks including details pursuant to conditions 13 (compliance with the Site Wide Biodiversity Enhancement Strategy), 16 (scale, materials, design and landscaping), 17 (levels), 19 (Contamination), 22 (CEMP), 27 (Surface Water Drainage), 28 (Ecology mitigation), 29 (Trees) and 56 (Crossing of the gas pipeline) | APPROVED<br>15/12/2022 |

P/23/0213/RM	Application for reserved matters approval for the appearance, landscape, layout and scale for the creation of a foul pumping station and associated connections to the first phases of Welborne, including any associated hard and soft landscaping, drainage, utility connections, construction access, engineering operations and earthworks, including adjustments to footpath connections and drainage details associated with P/22/0867/RM and P/22/1020/RM, and details Pursuant To Conditions 13 (Compliance With The Site Wide Biodiversity Enhancement Strategy), 16 (Scale, Materials, Design And Landscaping), 17 (Levels), 19 (Contamination), 22 (CEMP), 27 (Surface Water Drainage), 28 (Ecology Mitigation) and 29 (Arboriculture) of P/17/0266/OA	Under consideration
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## **6.0 Representations**

6.1 Fourteen representations have been received, commenting/objecting to the proposal as follows:

- Knowle Road is the only access into Knowle Village and must remain a trunk road;
- During the initial plans for Welborne there was no mention of junctions onto the road;
- Knowle Road must be the east – west priority route, with any junctions being minor roads;
- There should be no roundabouts, traffic lights or traffic calming on Knowle Road;
- Direct access to A32 will be lost at some stage;
- The proposal will affect residents of Knowle reaching the A32 including buses, refuse vehicles and any emergency services reaching the village;
- Mayles Lane is not suitable as an alternative;
- What will the impact be to users of the footpath and cycle way?
- This needs to be the last construction to avoid disruption to Knowle;

- This proposal should only be considered when there is another access route;
- Who will marshal sight lines and site operatives?
- This will create a greater danger for the children that wait for the school bus by the roundabout;
- Increase in traffic along a road that is only for residents of Knowle Village;
- Knowle residents have not been considered; the scale of the development is vast, an alternative the size of Knowle should be considered;
- No work has been carried out to Junction 10, this was a requirement before work started;
- Devastation of shrubs, trees and wildlife;
- Impact of additional lighting on wildlife.

6.2 The following comments have been received from Knowle Residents' Association:

- The Association are reminding Fareham Borough Council on how residents have always valued the configuration and vegetation that makes up the character of Knowle Road;
- This road plays a major part in bringing a sense of well-being to residents as they travel in and out of Knowle Village;
- This road will be a great loss to residents as roundabouts, lighting etc are introduced to accommodate the vision for Welborne;
- This application is going to have a direct, adverse impact for local people during the construction of Welborne, including the loss of this main artery into Knowle Village;
- As a reminder, Knowle Road is the main and only road in and out of the village that can be used by residents to access all routes;
- Works should be carried out in an efficient and timely way with the least inconvenience and delay to residents' journey times including access for emergency vehicles at all times;
- It is important that residents are kept fully informed of plans and necessary steps involved, so that contingency plans can be considered if necessary;
- It is hoped the new entrance to Boundary Oak School is not carried out at the same time.

6.3 The following comments have been received from the Fareham Society:

- The landscape plans have no key, making it difficult to ascertain which existing vegetation is to be left and removed;

- It would be useful to have photographs of the proposed street lighting including clarification if they would be in keeping and what would be sought in the future residential developments.

## **7.0 Consultations**

### EXTERNAL:

7.1 Natural England: No objection

7.2 Hampshire County Council (Highways): No objection

7.3 Hampshire County Council (Rights of Way): No response received

7.4 Hampshire County Council (Lead Local Flood Authority): Comments:

- It is suggested that further infiltration testing is done in the precise location of the drainage swales;
- As the geology generally supports infiltration this could be covered by a condition.

7.5 Winchester City Council: No response received

### INTERNAL:

7.6 Ecology: No objection subject to conditions

7.7 Environmental Health (Contamination): No objection subject to conditions

## **8.0 Planning Considerations**

8.1 The main planning considerations in the determination of this application are:

- a) The principle for the development;
- b) Layout and appearance of the roundabout;
- c) Highway Safety and Construction Traffic Management;
- d) Knowle Village impacts;
- e) Drainage & Utility Infrastructure;
- f) Landscape clearance and ecology.

a) The principle for the development:

8.2 Outline planning permission for Welborne was granted in September 2021 under reference P/17/0266/OA. The Welborne application site includes land on the north and south sides of the existing Knowle Road.

- 8.3 The approved access Parameter Plan for Welborne clearly identifies the location of the application site as one of two key junctions along Knowle Road necessary to deliver the new community and the primary road network.
- 8.4 Policy WEL25 of the Welborne Plan seeks to ensure that the delivery of Welborne includes (amongst other matters) a spine of network routes to facilitate vehicle movement through the site.
- 8.5 The previously referenced Parameter Plan from the outline planning permission establishes this primary vehicular loop road through the development, which crosses Knowle Road in the location of the application site.
- 8.6 The principle for a roundabout in this location is, therefore, acceptable subject to the consideration of the other relevant material considerations.

b) Layout and appearance of the roundabout:

- 8.7 It was accepted during the consideration of the outline planning permission that the character of Knowle Road as it is today will inevitably change when Welborne is delivered. It will not be a road of the same character it is now, and the road will do more than solely serve the village of Knowle. Whilst the third-party comments from residents of Knowle Village are noted, it has long been acknowledged that the village access will change as a result of the delivery of Welborne. There will in future be buildings close to/ fronting Knowle Road and there will be an increased level of activity along the road by residents of the new community. It is also anticipated that the speed limit of the road will be reduced from 50 mph to 30 mph in the future.
- 8.8 Given that the character of the road is to change, the delivery of a new roundabout is considered to be acceptable in terms of its appearance given the inevitable change that will occur in the vicinity of the site. The size and layout of the roundabout are considered to be acceptable given that the proposal will eventually sit within the wider Welborne development. The size and scale of the roundabout has been kept to a minimum with the design only providing a single lane approach on each arm to minimise the extent of work. The proposal includes landscaping and tree planting to ensure that the new road layout is not entirely dominated by this piece of highway infrastructure.
- 8.9 The roundabout development will result in some realignment of the existing pedestrian / cycleway on the south side of Knowle Road. This route is well used and is segregated from the main Knowle Road. There is a need for users of this route to navigate the roundabout through crossing points over each arm. The proposal, as amended, will ensure that a good standard of footpath and cycle way remains along Knowle Road with additional infrastructure for



pedestrians and cyclists also proposed along the north side of Knowle Road to the west of the proposed roundabout. The development will retain connectivity to the adjoining settlement of Knowle and will form part of the network of corridors at Welborne linking to green infrastructure and the countryside beyond.

- 8.10 The proposal is the first significant piece of road infrastructure (other than the detailed access points permitted in the outline planning permission) in the delivery of Welborne. The proposal is considered to accord with the transport principles for Welborne and through suitable landscaping, will ensure that the development is of an acceptable appearance and layout. The proposal would accord with policies WEL23, WEL25, WEL28, WEL32 and WEL34 of the Welborne Plan.

c) Highway Safety and Construction Management:

- 8.11 Third party letters have expressed concern at the proposed works relative to the Knowle village access. Comments refer to the fact that Knowle Road is the only route in and out of Knowle and that it must remain open at all times for residents and emergency services.
- 8.12 The application is supported with a Construction Environmental Management Plan (CEMP). It is set out in the application that the main compound for contractors will be at Heytesbury Farm, accessed off the A32. A smaller site specific compound will be created on the north side of Knowle Road and the northern spur of the proposed roundabout will connect into the haul road network previously permitted under P/22/1020/RM. Construction traffic will, therefore, utilise the existing site access from the A32.
- 8.13 Whilst the construction traffic and contractors will utilise the compounds and haul roads north of Knowle Road, there will be some inevitable disruption to the road itself and its users as the roundabout is constructed; given that the development straddles Knowle Road this is unavoidable. The Construction Traffic Management Plan (CTMP) which is appendix C to the CEMP sets out that the construction period for the development is anticipated to be four months. During that time traffic management measures will be needed along Knowle Road, however there is no need for a full closure of Knowle Road. The CTMP sets out that the contractors and applicant intend to have regular consultation with residents on the progress of the development and Knowle Road will remain open to traffic throughout the construction period albeit under traffic management at times.
- 8.14 The Highway Authority has been consulted on the application and has raised no objection to the proposal. The Highway Authority notes that amended plans

result in the pedestrian cycle movement around the roundabout so that the route is better aligned to the existing pedestrian/cycle route and desire line along Knowle Road.

- 8.15 Visibility along all four arms of the roundabout have been amended and are now based on the measured speeds along Knowle Road. The visibility is acceptable to the Highway Authority. It is the applicant's intention that Knowle Road will eventually be downgraded from a 50mph road to a 30mph road by Traffic Regulation Order (TRO). It is understood that the 30mph speed limit change will be implemented after the visibility splay for the roundabout has been provided based on current speeds. Amendments to the visibility after the implementation of the TRO can be dealt with at the detailed design stage through the Highways Act and the S.278 process.
- 8.16 Matters of lighting, landscaping and drainage are all acceptable in principle for the Highway Authority. The outline planning permission considered the modelling of traffic along this route and the flows have been found as acceptable.
- 8.17 The proposal would accord with policies WEL23, WEL25 and WEL28, of the Welborne Plan.

d) Knowle Village impacts:

- 8.18 Many of the impacts upon the residents of Knowle have already been considered above. It is important that the delivery of the roundabout is done whilst keeping the main road into and out of the village open, even if at times this will be under traffic management measures.
- 8.19 Some third-party letters have expressed concern at the impact of Welborne as a matter of principle on the village of Knowle. The implications for Welborne on adjoining settlements was fully considered as a part of the plan making process for the Welborne Plan and during the consideration of the Welborne planning application such that no weight can be afforded to these representations as part of this application.

e) Drainage & Utility Infrastructure:

- 8.20 To the immediate east of the new roundabout there are two swales, one to the north and one to the south of Knowle Road. These swales will accommodate the surface water drainage from the proposed highway and the water will be managed by infiltration to ground.

- 8.21 Infiltration testing was undertaken at two sites close to the roundabout site. Chalk was found to be at a much shallower depth here than at the groundwater monitoring site elsewhere at Welborne. The variability in geology suggests that groundwater levels and infiltration rates could potentially differ at the proposed soakaway locations from those found nearby. It is not possible to tell whether a localised perched water table would affect the roundabout site drainage without further intrusive investigation to determine the geology at the actual location of the proposed soakaways.
- 8.22 However, as the geology generally supports infiltration, and it is the specific location that needs further checking to ensure it is consistent with the areas of lower groundwater, a condition for the further investigation is considered reasonable and appropriate. Should an alternative drainage strategy be required, it is likely that it would just involve slight relocation of the sites of soakaways or adapting the dimensions of the soakaways.
- 8.23 In addition to the surface water drainage infrastructure, a service corridor is proposed with utility connections to both the existing network in Knowle Road and the new infrastructure being installed alongside the haul roads on the north side of Knowle Road – P/22/0867/RM refers – such as the foul sewer. All these utilities are infrastructure required for the first phases of the residential development at Welborne.
- 8.24 The provision of utility infrastructure will accord with policies WEL4, WEL37, WEL39, WEL41 and WEL43 of the Welborne Plan.
- f) Landscape clearance and ecology:
- 8.25 The proposals will result in the removal of a large number of trees and areas of scrub, along with the removal of a section of a plantation woodland.
- 8.26 The soft landscaping proposals seek to partially compensate for these losses through tree planting; the loss will be compensated through the overall, wider landscaping scheme for the Welborne scheme, particularly within the Welborne Mile SANG. Therefore, whilst there is temporary unmitigated loss of vegetation, the Council's Ecologist has raised no objection.
- 8.27 The submitted Ecological Impact Assessment confirms that no badger setts or trees with potential for roosting bats are present on site. The submitted survey of the ponds were also negative, confirming the likely absence of Great Crested Newts in the area. Foraging and commuting bats, nesting birds, reptiles and dormice are known to be present on site and therefore will be affected by the proposals. The precautionary measures in relation to badgers and nesting birds set out within the submission is acceptable to the Council's Ecologist.

- 8.28 The vegetation clearance works will be carried out under a European Protected Species licence for dormice and the compensatory planting (e.g. planting in the north of the wider Welborne site linking Dashwood and Blake's Copse) is considered to be acceptable. Similarly, the proposed trim and push exercise under an ecological watching brief to ensure the protection of reptiles is considered to be acceptable.
- 8.29 The lighting levels during the operational phase are higher than those normally accepted to ensure no adverse impact on foraging and commuting bats; however, the proposed levels are understood to be required in accordance with Highways Regulations. Therefore, provided that the recommended cowls, louvres and timers are installed to reduce light spill into vegetated areas as much as possible, there is also no objection from the Ecologist with regards to impacts upon bats.
- 8.30 It is also noted that there is no objection to the proposal from Natural England.
- 8.31 The application is considered to accord with policies WEL31, WEL33 and WEL34 of the Welborne Plan.

### Summary

- 8.32 This application is 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 early highway 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 new homes at Welborne.
- 8.33 Notwithstanding the objections received, Officers recommend that subject to the imposition of appropriate planning conditions, approval be granted.

## **9.0 Recommendation**

9.1 APPROVE RESERVED MATTERS, subject to the following Conditions:

01. The works hereby approved shall be undertaken within three years from the date of this consent.  
REASON: To allow a reasonable time period for work to start, to comply with Section 91 of the Town and Country Planning Act 1990, and to enable the Council to review the position if a fresh application is made after that time.

02. The development shall be carried out in accordance with the following approved documents:

1. WEL-PBF-KR-XX-DR-CH-00010 S4-P03 Site Location Plan
2. WEL-PBF-KR-XX-DR-CH-00101 S4-P05 Engineering Layout Full Site
3. WEL-PBF-KR-XX-DR-CH-00100 S4-P07 Engineering Layout Roundabout
4. WEL-PBF-KR-XX-DR-CH-000110 S4-P06 Visibility Splays
5. WEL-PBF-KR-XX-DR-CH-00120 S4-P06 Drainage & levels Layout
6. WEL-PBF-KR-XX-DR-CH-00010 S4-P03 Site Location Plan
7. WEL-PBF-KR-XX-DR-CH-00130 S4-P05 Site Enabling Works
8. WEL-PBF-KR-XX-DR-CH-00131 S4-P03 Site Access & Compounds
9. WEL-PBF-KR-XX-DR-CH-00140 S4-P02 Standard Details
10. WEL-PBF-KR-XX-DR-CH-00151 S2-P00 Knowle Roundabout Refuse Vehicle Tracking
11. WEL-PBF-KR-XX-DR-CH-00152 S2-P00 Knowle Roundabout Pantehnicon Vehicle Tracking
12. WEL-PBF-KR-XX-DR-CH-00153 S2-P00 Knowle Roundabout Standard Bus Vehicle Tracking
13. WEL-PBF-KR-XX-DR-CH-00154 S2-P00 Knowle Roundabout Heavy Goods Vehicle Tracking
14. EVO20014580-LD-001 C Street Lighting Layout Drawing Sheet 1 of 2
15. EVO20014580-LD-002 C Street Lighting Layout Drawing Sheet 2 of 2
16. DD557L10 Revision D INF6 Landscape Proposals
17. DD557L10.3 Revision B Biodiversity Enhancement Strategy Jigsaw Plan
18. Condition 13 Statement of compliance with the Biodiversity Enhancement Strategy, Version 2, Dated July 2023, prepared by Holbury Consultancy Services

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

03. The development shall be undertaken in accordance with the Outline Construction Environmental Management Plan, dated February 2023, prepared by Mayer Brown and its associated appendices.

REASON: To protect the occupiers of nearby residential properties and surrounding ecological features against noise and disturbance during the construction period.

04. No work on site relating to the construction of any of the development hereby permitted (Including works of demolition or preparation prior to operations) shall take place before the hours of 0800 or after 1800 Monday to Friday,

before the hours of 0800 or after 1300 Saturdays or at all on Sundays or recognised bank and public holidays, unless otherwise first agreed in writing with the Local Planning Authority.

REASON: To protect the occupiers of nearby residential properties against noise and disturbance during the construction period.

05. No development of the roundabout shall take place until further intrusive site investigations have been completed in relation to the roundabout site drainage:

a) In the event the further intrusive investigations confirm that the drainage strategy will function effectively and as designed, the development shall be carried out in accordance with the approved details; or

b) If the further intrusive site investigations indicate that the proposed drainage swales will not function as intended then no development shall take place until an alternative drainage strategy has first be submitted to and approved in writing by the Local Planning Authority. The development shall subsequently be carried out in accordance with the approved details pursuant to this condition.

REASON: To provide the necessary infrastructure at appropriate stages of construction and to ensure a comprehensive, well serviced development.

06. Should contamination be encountered during works that has not been investigated or previously identified all work in the affected area must stop immediately. A site investigation, risk assessment and a detailed remedial method statement shall be submitted to and agreed in writing by the Local Planning Authority for the affected area. The remediation shall be fully implemented in accordance with the approved method statement prior to work re-commencing in the affected area.

REASON: To protect the on site workers, future occupants of the site and nearby residential properties

07. No development shall take place within 20 metres of trees and hedgerows subject to tree and hedgerow protection measures until the measures of tree and hedgerow protection approved in Appendix A of the CEMP have been implemented and these shall be retained throughout the development period until such time as all equipment, machinery and surplus materials have been removed from the site. There shall be no storage of materials, plant or equipment at any time within the areas of tree protection fencing.

REASON: To ensure that the trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability during the construction period. The details secured by this condition are considered

essential to be agreed prior to the commencement of development on the site so that appropriate measures are in place to avoid the potential impacts described above

08. The development shall be undertaken in accordance with the mitigation measures within the Ecological Impact Assessment, prepared by Lindsay Carrington Ecological Services Limited, March 2023.  
REASON: In the interest of preserving the habitat for protected species.

Then:

DELEGATE authority to the Head of Development Management to: Make any necessary modification, deletion or addition to the proposed conditions.

### **10.0 *Background Papers***

- 10.1 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

