

OFFICER REPORT FOR COMMITTEE

DATE: 28/03/2024

P/23/1175/RM

BUCKLAND DEVELOPMENT LTD

FAREHAM NORTH

AGENT: DAVID LOCK ASSOCIATES

RESERVED MATTERS PURSUANT TO THE OUTLINE PLANNING PERMISSION P/17/0266/OA FOR THE APPEARANCE, LANDSCAPE, LAYOUT FOR THE REALIGNMENT OF A SECTION OF KNOWLE ROAD, THE PROVISION OF RAISED CARRIAGEWAY SECTIONS OF KNOWLE ROAD, CYCLEWAY IMPROVEMENTS, INCLUDING ANY ASSOCIATED HARD AND SOFT LANDSCAPING, LIGHTING, 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 (CEMP), 27 (SURFACE WATER DRAINAGE), 28 (ECOLOGY MITIGATION), 29 (TREES), 34 (ACCESS).

WELBORNE, LAND NORTH OF FAREHAM

Report By

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1.0 Introduction

1.1 This application is presented to the Planning Committee for determination due to being closely related to other applications on the agenda and due to its significance in the delivery of Welborne.

2.0 Site Description

2.1 The application site is located approximately halfway along the existing Knowle Road. The site adjoins the recently approved Knowle Road roundabout to the west and extends approximately 380m along the length of the road towards the A32 to the east. The application site extends into the land on the north and south side of Knowle Road for approximately 10m each side with the associated landscape clearance into the agricultural land on each side of the existing road.

3.0 Description of Proposal

3.1 Within the approved Welborne Street Manual (application reference P/17/0266/DP/I) it explains how, through the delivery of Welborne, alterations will be made along the length of Knowle Road in the interest of reducing the travelling speed along the road. This application forms part of the strategy for

the Knowle Road speed reduction.

- 3.2 The application seeks the reserved matters approval of the appearance, landscape, layout for the realignment of a section of Knowle Road, the provision of raised carriageway sections of Knowle Road, cycleway improvements, including any associated hard and soft landscaping, lighting, drainage, utility connections, construction access, engineering operations and earthworks.
- 3.3 This section of Knowle Road is immediately to the east of the recently approved roundabout (reference P/23/0383/RM) and directly to the south of the proposed housing development within the Chesterfield neighbourhood area (reference P/23/1075/RM).
- 3.4 Three new vehicular junctions are proposed, which will link to the proposed initial phases of homes at Welborne being delivered by Thakeham Homes (reference P/23/1075/RM) reported elsewhere on this agenda. The proposed development to the north of the application site includes dwellings facing onto Knowle Road and so the proposals include redesigning the road as a 30mph residential street which includes crossing points with areas of raised surface and roadside parking areas on the northern side.
- 3.5 The road would be narrowed as a result of the proposals and a raised table created to aid in the reduction of the speed of vehicles along the road. Ultimately Knowle Road will be a secondary street through Welborne. The proposed alterations will result in a residential street with grass verges and parking areas to the northern side and a wide grass verge to the south of the road with pedestrian and cycle crossing points along the road. The grass verges alongside the road and footpaths are to be seeded with either a meadow mix or a grassland mix. The verges to the north of the road would have *Ulmus* 'New Horizon' (elm) trees planted within them.
- 3.6 The road will be lit with street lighting columns along the southern side of Knowle Road within the application site with 9 columns of 6m in height.
- 3.7 The proposed changes to the road are part of the infrastructure needed to service the delivery of the first neighbourhoods at Welborne.

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
WEL39- Flooding and Sustainable Drainage Systems
WEL41 – Phasing & Delivery

Other Documents:

National Planning Policy Framework (NPPF) 2021
Manual for Streets 2
Welborne Design Guidance: Supplementary Planning Document January 2016
Welborne Streets Manual
Welborne Strategic Design Code
Chesterfield Neighbourhood Design Code

5.0 *Relevant Planning History*

5.1 The following planning history is relevant:

P/17/0266/OA New community of up to 6000 dwellings (C3 and C2, including a care home of use class C2) together with a district centre (comprising food store retail, non-food retail and other non-convenience/ comparison retail use); a village centre (comprising food store retail, non- food retail, a public house and other nonconvenience/ comparison retail use); commercial and employment space; general industrial use, warehousing space, a hotel, community uses, ancillary nursery; health centre and veterinary services; retention of Dean Farmhouse; a secondary school, 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 substations; 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 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

Permission 30 September 2021

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 15 December 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 15 December 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

Approved 16 August 2023

P/23/1531/RM Reserved matters in relation to the appearance, layout, scale and landscaping of the drainage details and construction, related to the delivery of initial phases of Welborne, including any associated construction access, engineering operations and earthworks.

**Under
Consideration**

P/23/1178/RM Reserved matters in relation to outline planning permission P/17/0266/OA, Land at Welborne, for the appearance, landscape, new access junctions to Knowle Road, cycleway improvements, including any associated hard and soft landscaping, lighting, drainage, utility connections, construction access, engineering operations and earthworks, including Details Pursuant To Conditions 16 (Scale, Materials, Design And Landscaping), 17 (Levels), 34 (Access).

**Under
Consideration**

P/23/1075/RM Reserved Matters application pursuant to outline planning permission P/17/0266/OA (Land at

Welborne) for access, appearance, landscaping, layout and scale for the construction of 153 dwellings (Use Class C3) and associated infrastructure, engineering and ancillary works

Under

Consideration

P/23/0383/RM

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 (CEMP), 27 (Surface Water Drainage), 28 (Ecology Mitigation), 29 (Arboriculture) and 34 (Access) of P/17/0266/OA

Approved

16 August 2023

P/17/0266/DP/I

Details pursuant to Condition 9 (Strategic Design Code) and Condition 10 (Streets Manual) of P/17/0266/OA: Welborne - 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 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.

Approved 10 January 2024

6.0 Representations

6.1 Three representations have been received, commenting/objecting to the proposal from the Wickham & Knowle Parish Council, The Knowle Residents Association and The Fareham Society. The Wickham and Knowle Parish Council and the Knowle Residents Association have raised the following concerns:

- Destruction of environment and loss of biodiversity
- Loss of rural character of Knowle Road
- Concerns over piecemeal approach
- Plans do not deal with pollution issues

6.2 The Fareham Society have raised the following concerns:

- Wider verges required to allow for substantial trees and feeling of spaciousness.
- Concerns over impact of traffic for future residents fronting onto Knowle Road
- Concerns over piecemeal approach

6.3 Amended plans were submitted during the course of the application to address concerns raised by Hampshire County Council Highways. The Fareham Society made further comments on the amended plans as follows:

- Concerns over highway safety impacts for future residents largely overcome provided that a Road Traffic Order being in place.

- Would like assurance that vegetation along south side of Knowle Road will not be removed until required by future housing to the south.
- Verge width along Knowle Road remains inadequate for a tree lined avenue.

7.0 Consultations

EXTERNAL

Hampshire County Council (Highways)

7.1 No objection.

Hampshire County Council (Lead Local Flood Authority)

7.2 No objection.

INTERNAL

Hampshire County Council (Ecology)

7.3 No objection subject to conditions.

8.0 Planning Considerations

8.1 The following matters represent the key material planning considerations which need to be assessed to determine the suitability of the development proposal. The key issues comprise:

- a) The Principle of Development;
- b) Layout, Scale and Appearance;
- c) Compliance with Design Codes and Welborne Streets Manual;
- d) Highway Safety;
- e) Drainage;
- f) Landscape and Ecology

a) The Principle of 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 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.

8.4 The approved Welborne Streets Manual states that the existing 50mph Knowle Road will take on a new character as a residential street with a reduced speed of 30mph.

8.5 The principle of development is acceptable and something that has already been approved through the outline planning application and the Welborne Streets Manual.

b) Layout, Scale and Appearance

8.6 It was accepted during the consideration of the outline planning permission that the character of Knowle Road as it is today will inevitably change as Welborne is developed. This matter has also been considered and a strategy for changing Knowle Road approved through the Welborne Streets Manual. It will not be a road of the same character it is now, and the road will perform a function more than solely as a route in and out of the village of Knowle. Whilst the third-party comments from the Knowle Village Residents Association and the Wickham and Knowle Parish Council are noted, it has long been acknowledged that the village access will change as a result of the delivery of Welborne. There will, in the future, be buildings close to and fronting Knowle Road and there will be an increased level of activity along the road by residents of the new community.

8.7 Given that the character of the road is to change, the delivery of the changes to the initial sections of Knowle Road is considered to be acceptable in terms of its appearance given the inevitable change that will occur in the vicinity of the site. The proposal includes narrowing the road to make it suitable as a 30mph residential street with landscaping and tree planting on the northern side within verges and three raised tables at the crossing points and the approach to the new roundabout (the western end of the application site) as a further means of reducing the travelling speed but being a design solution that is making it a suitable design and scale for its residential character.

8.8 The proposal will ensure that a good standard of footpath and cycle way remains along the south side of Knowle Road with the access to the existing cycle way being improved and including north/south connections. The development will retain connectivity to the adjoining settlement of Knowle and will form part of the network of corridors at Welborne.

8.9 The Welborne Streets Manual describes Knowle Road as a one-off secondary street which will retain existing planting where possible and introduce additional tree planting with grassland planting retained where possible on the southern verge and lawn and meadow planting on the northern verge.

8.10 The Welborne Streets Manual sets out that the phasing and delivery of Knowle Road will include 3 separate phases. This section of Knowle Road is identified as part of the Phase 2 development with a further section of Phase 2

being the section directly to the east of the application site which will be delivered with the Village Centre. Phase 1 is directly to the west of the proposals and Phase 3 will be from Welborne Way to the A32.

- 8.11 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, scale and layout. The proposal would accord with policies WEL23, WEL25, WEL28, WEL32 and WEL34 of the Welborne Plan and the Welborne Streets Manual.

c) Compliance with Design Codes and Streets Manual

- 8.12 The approved Strategic Design Code identifies Knowle Road as one of two strategic green links which are pedestrian and/or cycle movement routes and green corridors connecting through neighbourhoods to open green spaces. The width will vary but green links are generally to be narrower than greenways, which are described as strategically important, continuous multifunctional natural green corridors, and will provide shared-use paths with development on either side.

- 8.13 Page 42 of the approved Strategic Design Code states:

- *Green links will provide opportunities for tree planting, a range of natural habitats to increase biodiversity, places to meet and rest and, in some instances, larger areas that could accommodate local food growing or neighbourhood play spaces.*
- *Green links provide safe spaces, with lighting where appropriate and natural surveillance from neighbouring uses.*

- 8.14 The approved Welborne Streets Manual states that Welborne's streets will be appropriately designed to combine a number of key functions, including safe access and movement and parking among other elements.

- 8.15 The Welborne Streets Manual states that on primary and secondary streets (including Knowle Road) level surface crossings will be provided to act to slow traffic on the approach to the crossing.

- 8.16 The Welborne Streets Manual states that Knowle Road will take on a new character as a residential street with a reduced speed limit of 30mph. It describes Knowle Road as a one-off secondary street and states that planting should celebrate the Woodland Character Area.

- 8.17 The redesign of Knowle Road including its narrowing, the addition of raised tables, along with crossing points, grass verges, pedestrian and cycle ways,

and on street parking, results in the road being appropriately designed as a 30mph residential street with safe crossing points and access north/south with trees planted along the northern side of the road.

- 8.18 The northern side of this section of Knowle Road sits within the Chesterfield Neighbouring Design Code (NDC) area. Page 18 of the NDC states where potential level surface crossroads or junctions will be. The proposal includes junctions and crossing points in line with the Chesterfield NDC.
- 8.19 Page 19 of the Chesterfield NDC states that the existing cycle route, the crossing and bus stop along Knowle Road shall be retained. The cycle way is to be retained and upgraded as a part of the proposals. The bus stop and existing crossing point are not within this section of Knowle Road that makes up the application site.
- 8.20 Page 24 of the Chesterfield NDC states that all streets aside from those within the Village Centre shall be tree lined in accordance with the street types as detailed in the Welborne Streets Manual. The northern side of Knowle Road will be tree lined, details of planting along the southern side is expected to come forward with the housing parcels to the south of Knowle Road. The trees proposed are Ulmus 'New Horizon' which are one of the species listed as one of the appropriate species within the key components on page 26 and shown within the planning plan on page 27 of the Chesterfield NDC.
- 8.21 For the reasons given above the proposals are considered to comply with the Strategic Design Code, the Welborne Streets Manual, the Chesterfield Neighbourhood Design Code and WEL6, WEL7, WEL28, WEL29, WEL32, WEL33 and WEL34 of The Welborne Plan.

d) Highway Safety

- 8.22 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 which was approved through reference P/22/1020/RM. That application was submitted in support of the infrastructure package works which included haul road access from the A32, a site compound and the initial street provision for utilities connections and to enable site access in the winter months. The haul road network is proposed to run up to the edge of the red line of Knowle Road highway works and therefore once on site, all construction vehicles will use the haul roads.
- 8.23 As Knowle Road is to change from a 50mph rural road to a 30mph residential street as a part of the Welborne development, many of the changes proposed

as a part of this application are in relation to highway safety and designing the road as a 30mph street. The narrowing of the road and introducing crossing points, junctions, raised tables, on street parking as well as tree lined verges are all important to reducing the speed of the road down to a 30mph residential street.

- 8.24 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 works are carried out. Given that the development straddles Knowle Road this is unavoidable. The Construction Traffic Management Plan (CTMP) which is Appendix B to the CEMP sets out the traffic management measures that will be needed along Knowle Road and, that for the majority of the work, traffic will be re-directed north, through Welborne along what will be part of the newly constructed primary road network. This primary road is referred to as Dashwood Avenue and is part of the application reference P/23/1161/RM. Dashwood Avenue will link through the Village Centre (which is the subject of a further reserved matters application reference P/23/1644/RM) before reconnecting to Knowle Road in a new staggered cross roads arrangement east of this application site. Clearly, this diversion route will need to be constructed and open to traffic before the application works can commence. The CTMP sets out that the contractors and applicant intend to have regular consultation with local residents on the progress of the development.
- 8.25 The Highway Authority has been consulted on the amended application and have raised no objection to the proposals.
- 8.26 As set out above, it is the applicant's intention that Knowle Road will eventually be downgraded along its full length from a 50mph road to a 30mph road by a Traffic Regulation Order (TRO). It has been explained earlier in this report how the design of the road will achieve a reduction in speed through various measures such as its narrowing, raised tables, crossing points and a general increase in activity along the road as a result of the proposed residential development.
- 8.27 The outline planning permission considered the modelling of traffic along this route and the flows were found to be acceptable.
- 8.28 The proposal would accord with policies WEL23, WEL25 and WEL28, of The Welborne Plan and the Welborne Streets Manual.

e) Drainage

- 8.29 The proposed drainage system includes for conveyance via carrier drains. Surface water runoff from the carriageway will be conveyed into the carrier drains by gullies, this conveyance system then outfalls into an attenuation swale before finally entering an infiltration trench system that will discharge the surface water to ground via infiltration.
- 8.30 The infiltration trench system has been situated a minimum of 20m away from adjacent existing and proposed infrastructure.
- 8.31 The Welborne Garden Village Trust will maintain the swale and the infiltration trench system which are located to the very north west of this application site and the carrier drains which will be at the edge of the carriageway will be adopted by HCC through the Highways Act and approval for works to the existing highway under the S278 process. The existing highways-maintained system consists of surface water runoff generated by Knowle Road being drained into precast concrete ring soakaways located within the verge. Water is conveyed into the soakaways via road gullies and carrier drains. This existing drainage system will be abandoned and replaced with the new system that better suits the proposed arrangement. The final agreed management and maintenance responsibilities will also be subject to S278 approval.

f) Landscape and Ecology

- 8.32 Third party comments have raised concerns regarding the proposed removal of a number of trees on the northern side of Knowle Road all of which are identified as being Category C trees (trees of low quality and value which might remain for a minimum of 10 years or young trees with stems of less than 150mm diameter). Category C trees are generally not considered to be a constraint to development and their removal is considered acceptable.
- 8.33 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.
- 8.34 One Pedunculate Oak will be retained and will have a tree protection barrier placed around it for the duration of the works.
- 8.35 The proposed works are all located outside of the Root Protection Areas for the retained tree and therefore the works can be carried out without impacting upon it.

- 8.36 As described above, in accordance with the approved Street Manual, sixteen new semi-mature elm trees (*Ulmus* 'New Horizon') are proposed to be planted within the verge along Knowle Road. Notwithstanding the comments received from The Fareham Society, the verge widths are considered to be appropriate and adequate soil volume will be provided as well as the necessary root barriers to ensure these trees have adequate room to grow without damage to the highway.
- 8.37 The Biodiversity Enhancement Strategy (BES) for Welborne was submitted to the Council in September 2020 in support of the outline planning application for Welborne. The BES approaches Biodiversity Enhancement from the whole site perspective and for delivery over an extended timeframe of 25 or more years.
- 8.38 The BES places emphasis on the build-up of biodiversity enhancement over time, requiring each RMA to demonstrate its part in the jigsaw of the site-wide opportunities for biodiversity enhancement. For each reserved matters application submitted, the BES expects that it:
- is consistent with, and respects the concepts of the approved parameter plans
 - seeks to ensure green links and new retained habitats are properly incorporated so as to not detract from strategic green linkages
 - demonstrates how the design dovetails with neighbouring parcels
 - includes a Statement of Biodiversity Compliance to provide the Council with the information needed to judge whether the RMA has placed an appropriate emphasis on biodiversity in the design process. The statement will include a plan setting out how the proposed biodiversity enhancements sit within the context of wider biodiversity enhancements already secured and/or delivered through previous RMA's, and the delivered strategic green spaces. This plan will also provide an opportunity to demonstrate how the RMA's contribute to site wide ecological connectivity.
- 8.39 The BES notes that in cases where an RMA application is submitted in isolation, with no neighbouring development to link directly to, reliance will be placed on the parameter plans and Design Code to deliver the site wide vision. This is relevant to this RMA application which will provide essential infrastructure required to allow the delivery of housing within the outline application boundary.
- 8.40 The Council's Ecologist has been consulted on the application and has raised no objection providing that a condition is added stating that the measures detailed under 'Mitigation' of the submitted Ecological Impact Assessment are

implemented in line with the approved details. This mitigation includes limiting lighting impacts during the construction phase as a measure of best practice and limiting work to daylight hours during the summer months when bats are most active, removal of groups of trees to be undertaken outside of the bird nesting season and when it will cause least disruption to the hazel dormouse.

- 8.41 The Ecologist also states that the submitted 'Statement of Compliance with the Biodiversity Enhancement Strategy' is acceptable despite a number of tree groups being removed and with only a small number of compensatory tree planting. This loss, it is accepted, is inevitable to allow the proposals however the local loss will be compensated more widely through the delivery of Welborne through new native planting along the Welborne Mile SANG and other parts of the site where there is sufficient space for new tree planting.
- 8.42 The proposal complies with the approved Welborne Biodiversity Enhancement Strategy.
- 8.43 The application is considered to accord with policies WEL31, WEL33 and WEL34 of The Welborne Plan.

Summary

- 8.44 This application is in accordance with the Outline Planning Permission and is compliant with the policies of The Welborne Plan, the Welborne Streets Manual, the Strategic Design Code for Welborne and the Chesterfield Neighbourhood Design Code. The development proposed represents the delivery of early highway infrastructure which is an essential aspect of delivering Welborne. Its delivery will work to facilitate the infrastructure requirements that will support the delivery of new homes at Welborne.
- 8.45 Notwithstanding the third party representations 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 conditions to be provided within the Update Report to Committee.

THEN

DELEGATE authority to the Head of Planning 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.

Welborne Land North of Fareham

