

Application Number: 21/11731 Full Planning Permission

Site: SS9: LAND EAST OF, EVERTON ROAD, HORDLE
(PROPOSED LEGAL AGREEMENT)

Development: Residential development of site for 97 dwellings, open space, Alternative Natural Recreational Greenspace (ANRG), vehicular access via Everton Road

Applicant: Bargate Homes & Vivid Homes

Agent: Turley

Target Date: 08/04/2022

Case Officer: Warren Simmonds

Extension Date: 11/11/2022

1 SUMMARY OF THE MAIN ISSUES

This application is to be considered by Committee because the application forms part of the Strategic Housing Sites to be delivered as part of the recently adopted Local Plan.

The key issues are:

- 1) Principle of development - having regard to Local and National Planning Policy including 5-year land supply
- 2) Character – the site layout, design of dwellings, and impact on the character and appearance of the area including matters relating to hard and soft landscaping
- 3) The quantum and quality of green infrastructure (including ANRG land, Public Open Space and play areas)
- 4) Access and highway safety considerations – including trip generation and local road capacity, sustainable transport opportunities and car parking provision, whether the development would have an acceptable impact on the local highway network, whether the access arrangements would be safe, sustainable and meet the appropriate needs of the highway users
- 5) Ecology - on site impact on protected species, Biodiversity Net Gain (BNG), Recreational Habitat Mitigation and provision of Alternative Natural Recreational Greenspace (ANRG), achieving Nutrient neutrality and impact on protected species
- 6) Impact on trees

- 7) Drainage – including flood risk, surface and foul water drainage
- 8) Archaeology and heritage considerations
- 9) Affordable housing provision - whether the proposed development would deliver an appropriate mix of housing types, size and tenure to deliver a mixed and balanced development, whether the development would make an appropriate provision of Affordable housing
- 10) Air Quality, Noise and Amenity – whether the proposed development would have an acceptable impact on the environment and local human and natural receptors in terms of noise, air quality and contamination effects. Whether the proposed development would have an acceptable relationship with neighbouring residential properties.
- 11) Infrastructure provision, including education requirements.
- 12) S106 legal agreement contributions and Heads of Terms in the event of an approval.

2 SITE DESCRIPTION

2.1 The application site occupies land identified within The New Forest District Council Local Plan 2016-2036 as Strategic Site 9 (SS9) - Land to the East of Everton Road, Hordle.

2.2 The site is identified by policy SS9 for residential development of at least 100 homes depending on the housing mix provided and open space.

2.3 The village of Hordle sits between New Milton to the west, Lymington to the east and south-west of the New Forest National Park. The settlement of Hordle comprises two parts, each located to the north and south of Green Belt. The site falls within the northern area of Green Belt. The Local Plan allocation has removed the SS9 site from its Green Belt designation (now classified as being within the built-up area).

2.4 The site extends to approximately 6.67 hectares of predominantly undulating close-grazed grassland fields divided by mature trees and hedgerows. The site contains field shelters and a derelict shed/barn. The site is longer than it is wide, irregular in shape, orientated approximately north-west to south-east and comprises a series of interconnected pasture fields and paddocks which lie to the east of Everton Road on the eastern edge of Hordle. Everton Road and the rear gardens of properties on it form the southwestern edge of the site with the south-eastern edge being bounded by gardens of residential properties on Cottagers Lane.

2.5 The site wraps around a parcel of land which forms part of a nursery and the north-eastern boundary abuts more grazing land. The north-west of the site abuts Silver Street and another nursery and is used for equestrian activities.

2.6 The New Forest National Park extends northwards from the opposite side of Silver Street and the eastern part of the site lies within the South West Hampshire and South East Dorset Green Belt.

2.7 The site is bounded by Everton Road to the southwest and Silver Street to the north. Everton Road is a residential street and is one of four main routes which lead into the village and is subject to a 30mph speed limit. There is currently no footway provision on the northern edge of Everton Road and a vegetated verge separates the site from the carriageway.

2.8 Silver Street is also a main route, subject to the same speed limit and provides access into the northern area of the site. Footway provision is similarly limited and intermittent.

2.9 No public footpaths cross the application site.

3 PROPOSED DEVELOPMENT

The proposed development

3.1 The application is a full planning application for 'Residential development of site for 97 dwellings, open space, Alternative Natural Recreational Greenspace (ANRG), vehicular access via Everton Road.'

3.2 Initial proposals were for 103 dwellings, open space, alternative natural recreational greenspace, and vehicular access via Everton Road, and Silver Street. However, in response to consultee responses received (most notably from HCC Highways who had concerns with the proposed Silver Street access), a revised scheme was submitted in July 2022 which omitted the Silver Street access, reduced the number of proposed dwellings to 97 and amended the layout and extent of the proposed ANRG.

Consequently, the application as now proposed has been amended as described at 3.1 (above). The amended scheme was subject of a full reconsultation of neighbours, consultees and the parish council.

Site constraints/ designations

3.3 The application site is subject to the following constraints and designations:

- Strategic Allocated Site (SS9)
- Tree Preservation Order (TPO/0009/18) covers majority of site
- Adjacent to Hordle Wood SINC (SW side of Everton Road)
- Protected species (bats, Barn Owl)
- Built up area

4 PLANNING HISTORY

Proposal	Decision Date	Decision Description	Status
21/10329 Development of 110 dwellings, open space, alternative natural recreational greenspace, vehicular access via Everton Road and Silver Street (EIA Screening Opinion) (Site SS9)	23/04/2021	EIA not required	Decided

09/95010 2 blocks of stables and store rooms 16/02/2010 Granted Subject Decided to Conditions

04/81521 All weather exercise area 09/07/2004 Granted Subject Decided to Conditions

5 PLANNING POLICY AND GUIDANCE

Local Plan 2016-2036 Part 1: Planning Strategy

Policy CCC1: Safe and healthy communities

Policy ENV1: Mitigating the impacts of development on International Nature Conservation sites

Policy ENV3: Design quality and local distinctiveness

Policy ENV4: Landscape character and quality

Policy ENV2: The South West Hampshire Green Belt

Policy HOU1: Housing type, size, tenure and choice

Policy HOU2: Affordable housing

Policy IMPL1: Developer Contributions

Policy IMPL2: Development standards

Policy IMPL3: Monitoring

Policy STR1: Achieving Sustainable Development

Policy STR2: Protection of the countryside, Cranborne Chase Area of Outstanding Natural Beauty and the adjoining New Forest National Park

Policy STR3: The strategy for locating new development

Policy STR4: The settlement hierarchy

Policy STR5: Meeting our housing needs

Strategic Site 9: Land east of Everton Road, Hordle

Local Plan Part 2: Sites and Development Management 2014

DM1: Heritage and Conservation

DM2: Nature conservation, biodiversity and geodiversity

Supplementary Planning Guidance And Documents

SPD - Air Quality in New Development. Adopted June 2022

Ecology and Biodiversity Net Gain – Interim Advice and Information Note (July 2021)

SPD - Hordle Village Design Statement (VDS, adopted December 2014)

SPD - Parking Standards (revised 6th April 2022)

Relevant Advice

Relevant Government advice

National Planning Policy Framework July 2021 (NPPF)

- Section 2 Achieving sustainable development and the tests and presumption in favour Including tilted balance
- Section 5 Delivering a sufficient supply of homes
- Section 11 Making effective use of land including appropriate densities
- Section 12 Achieving well designed places
- Section 14 Climate change, flooding and coastal change
- Section 15 Conserving and enhancing the natural environment
- Section 16 Conserving and enhancing the historic environment

Constraints

Small Sewage Discharge Risk Zone – RED

Plan Area

Tree Preservation Order: TPO/0009/18/A1

Plan Policy Designations

New Housing Land Allocations (SS9)

Built-up Area

6 PARISH COUNCIL COMMENTS

Original submission:

Hordle Parish Council

Parish 4 We recommend refusal

Although Hordle Parish Council welcomes the affordable homes this proposed scheme will bring to the village, it has serious concerns about the wider implications of the scheme as follows:

1. Traffic and road safety

1.1. Lack of pedestrian access onto Silver Street - the lack of connecting pavements from the development along silver street at this busy stretch will undoubtedly cause accidents on this busy road. It is unrealistic to expect residents at the northern end of the site to make a large detour via Everton Road to access the nearest bus stop, garage shop, pharmacy, recreation ground and halls.

1.2. Everton Road access the Parish Council considers the location of this junction to be poorly placed with limited visibility. The Parish Council's Speed Indicator device was placed on Everton Road Hordle, for 3 weeks from 13th January to 7th February. During that time, it captured the movements of 46,059 vehicles; 21,162 incoming (southbound) and 24,897 outgoing (northbound). Only 75% of incoming vehicles and 76% of outgoing vehicles were travelling at under 30mph. (94% were under 35 mph, 95% for outgoing vehicles; 1% over 40mph. 117 vehicles were travelling over 46mph). 11,174 vehicles travelled above the 30mph speed limit. The highest speed recorded was 62mph on 23rd January at 8.30pm.

1.3. Through traffic: The Parish Council is concerned that the proposed new road through the development will become a rat run to avoid roundabout at the Ashley Lane/ Silver Street/ Vaggs Lane junction. It requests that measures are taken to prevent this from happening.

1.4. Increase in traffic: Hordle has narrow, rural roads. The increase in traffic from this development will undoubtedly have a negative impact on them. There are existing concerns about traffic hotspots in the village which were highlighted in the Parish Council Village Design Statement (2014) as well as during the public consultation for the Local Plan review in 2016. Specific areas are:

- the crossroads at Everton Road with Woodcock Lane and Hordle Lane where there has been a number of accidents and which are adjacent to the primary school (this is exacerbated at school drop off/ pick up times due to school related parking and the number of people crossing);

Everton Road south of the crossroads, which is effectively a one-carriageway road until the junction with Kings Farm due to residents on-road parking;

- Hordle Lane during term time which is also narrowed due to parking for the school;

- the A337 junction with the B3058 to Milford on Sea;

- access to the A337 at Downton.

Many of the existing routes to access the school and shops are via rural lanes with no pavements. Entrance and access to the village is through local small roads before accessing more major "A" and "B" roads. Public transport is infrequent and cycling options limited due to busy narrow rural roads. There are very limited employment opportunities in Hordle meaning residents need to travel to work. Consequently, most journeys in the village are by private cars.

The Parish Council is concerned that the lack of cycling and walking routes in the plan gives the development a sense of isolation from the rest of the village.

1.6. The Parish Council considers the complete lack of street lighting would have a negative impact on road safety, particularly at the access points onto Silver Street and Everton Road.

2. Parking

The Parish Council considers that this development does not meet the 2012 parking standards which are still in effect at this moment in time. There is a shortfall of spaces and the proposed parking provision does not take into account rural areas as stated in parking standards:

"Public Transport in the District 3.1 Public transport provision in the New Forest District is generally limited in terms of: a) Routes - they generally follow transport corridors rather than form a comprehensive 'spider's web' and b) Frequency and timetable - no evening or Sunday services across much of the area. Therefore much of the catchment area of non-residential development in the district (outside the National Park) will have low or very low accessibility characteristics and so lower maximum parking standards are not considered appropriate.?"

In addition:

"Driveways longer than 6m will be counted as a single parking space unless the developer can adequately demonstrate that the driveway can reasonably accommodate more than one vehicle.

The limited parking provision will mean that the site will be overcrowded and feel very urban, which is not ideal given its location adjacent to greenbelt land. The shortfall of parking will also lead to pressure on parking on roads outside the site.

3. Flooding and drainage

Silver Street currently suffers from flooding near the proposed access onto this site and the Parish Council is concerned that the situation will be exacerbated by run off from the new development.

4. Wildlife and biodiversity

The Parish Council would like to see more environmental measures included in the scheme and supports the comments of the NFNPA's Landscape Officer and NFDC's Ecologist and Open Spaces Office.

5. ANRG

5.1 The Parish Council is concerned about the proposed arrangements for a management company to oversee the management of the ANRG. It is concerned about the robustness of such a company which relies on residents to pay a fee and become actively involved in perpetuity. In addition, it is concerned that such a company may not have the best interests of the whole of the Hordle community at heart when managing the site. The Parish Council would like to see the management of the site remain with a local authority to ensure that the site is protected and management for the benefit for all of Hordle's residents.

5.2 The Parish Council shares the concerns of the District Council's Open Spaces Officer with regard to the provision and layout of the proposed features and facilities. The Parish Council feels that it is best-placed to contribute the selection and design of the facilities on site and would like to be part of the consultation process for this to ensure the optimum scheme is produced for the benefit of the whole community.

6. Infrastructure

6.1. The Parish Council is concerned that although mitigation money to improve local schools will be in place, that space constraints of the site of Hordle Primary School will mean that any tangible benefits to education provision for the village's children will not be maximised.

6.2. Places for safe school bus pick up/ drop off points for children living on the new development have not been considered (see the earlier point about pedestrian safety to access to the bus stop on the Ashley Road).

The Parish Council strongly requests this application be refused.

Amended submission July 2022:

The Parish Council welcomes the opportunity to comment on these amended plans and is pleased that some earlier concerns have been addressed. However, the Parish Council still recommends that this application is refused on the following grounds.

Many village residents are concerned about the totality of the new developments in Hordle with the increase in population size and loss of a village feel. Although the comments below are specifically in relation to the SS9 application, the Parish Council believes that this development and SS8 together will affect road safety around existing difficult "hot" spots and that there is not the infrastructure to support the totality of these developments.

In addition neighbouring strategic sites in Milford, Brockhills and Pennington will have a negative cumulative effect on many of the issues raised and we ask that the detailed comments below are seen in this context.

Impact on residential amenity of adjacent neighbouring properties, in respect of light, visual intrusion and privacy.

The Parish Council and residents are concerned that this development will affect the residential amenity of properties near to this proposed development and in the village. The felling of large established trees will lead to visual intrusion and affect the rural nature of the area. Additional traffic movements will negatively impact neighbouring properties.

Hordle Village Design Statement (VDS) GE02- Setting of the Parish. Any changes to buildings or land should respect and seek, wherever possible, to improve the setting of the Parish. Preserving and improving public views onto the countryside will be an important consideration for new development.

VDS - GBE04- Sympathetic design. Future developments should be encouraged to be sympathetic to adjoining development, (including appropriate recognition for buildings of historic and /or local significance) taking into account the size, scale, density and design of the surrounding buildings, including story heights and spacing. The over- shadowing of neighbouring properties should be avoided.

Creating healthy and safe communities through good design.

The Parish Council has some concerns about the overall design of the site. There is a large grouping of affordable housing at the Silver Street end of the site which appears as a segregated "enclave " away from the rest of the site. There is also a carpark which is tucked away behind buildings with a lack of oversight and informal supervision. The Parish Council ask that this area of the site is reconsidered and redesigned.

There are concerns about the overall density of build on the site and although the development meets the newly relaxed NFDC Parking Standards which accepts tandem parking, there is concerns that householders trade vehicles will be parked on the road causing an urban feel to the area

VDS RBE02- Housing Density: It may have been seen from examples in the Parish where a high density of dwellings have been constructed this can create a cramped environment and impact on the amenity of the residents. Unless these concerns may be demonstrated as clearly mitigated at the design stage this form of development

should be discouraged.

Some areas of the site show “estate” fencing as boundaries. This is out of keeping in a rural area and does not accord with the VDS standards.

VDS GBE19- Preferred boundary treatment: Ideally boundaries should be a defined with an open style wooden fence backed up by hedging (preferably using local native species) in order to reflect the rural character of the area, maintain views and create a more open feel to the street scene. The use of Cupressus hedging for front boundaries should be discouraged.

The Parish Council is concerned about the lack of cycling and walking routes in the plan which gives the development a sense of isolation from the village. Although two pedestrian access points are shown on the plans they are labelled “potential” access points and the Parish Council would ask that they definitely be included in the development.

The Parish Council note that the proposed vehicular access onto Silver Street is no longer included in the plan but have serious concerns that pedestrians could create an unofficial access on to Silver Street as the quickest access route to local amenities

(Community centre, local garage shop, pharmacy and bus stops). It appears from the plan that this boundary is to be provided by low level estate fencing which will not prevent pedestrian access and ingress, and which could be dangerous for pedestrians and others. Steps must be taken to prevent this – perhaps some mature planting of prickly shrubs could be conditioned.

Impact on the character and appearance of the area, including countryside landscape, character scenic and amenity value.

The Parish Council and residents are very concerned about the significant loss of mature trees with a high amenity value and the negative impact this will have on the visual appearance of the Everton Road area. Of particular concern is the loss of mature trees to provide a temporary construction access. The Parish Council feels this is totally unacceptable and that an alternative solution should be found.

VDS GE04- Trees and Hedgerows. Important trees and hedgerows that contribute to character of an area should be retained. Every effort should be made to include strong structural landscaping based on appropriate indigenous tree and shrub species where possible.

VDS RBE07- Existing green frontages and verges: these contribute to the rural character of the street scene and every effort should be made to preserve such features.

Impact on ecology and in particular protected species.

The Parish Council would like to see more environmental measures included in the scheme. We support the bat and owl mitigation but would like to see additional bat and swift boxes included in the plan.

Impact on highway safety, including matters relevant to car parking.

The Parish Council and residents have very strong concerns about highway safety.

Everton Road access - the Parish Council considers the location of this junction to be poorly placed with limited visibility. There is already an issue with speeding in this location as demonstrated by data from the Parish Council's Vehicle Activated Speed

Device which was placed on Everton Road Hordle, for 3 weeks from 13th January - 7th February. During that time, it captured the movements of 46,059 vehicles; 21,162 incoming (southbound) and 24,897 outgoing (northbound). Only 75% of incoming vehicles and 76% of outgoing vehicles were travelling at under 30mph. (94% were under 35 mph, 95% for outgoing vehicles; 1% over 40mph. 117 vehicles were travelling over 46mph). 11,174 vehicles travelled above the 30mph speed limit. The highest speed recorded was 62mph on 23rd January at 8.30pm.

The pavement on Everton Road which is a main route to the primary school is very narrow in places, especially at the southern end, and does not allow a safe walking route to school. Additional traffic from the new development and additional children accessing the local school will make this even more hazardous.

Increase in traffic - Hordle has narrow, rural roads. The increase in traffic from this development will undoubtedly have a negative impact on them. There are existing concerns about traffic hotspots in the village which were highlighted in the Parish Council Village Design Statement (2014) as well as during the public consultation for the Local Plan review in 2016. Specific areas are:

- the crossroads at Everton Road with Woodcock Lane and Hordle Lane where there has been a number of accidents and which are adjacent to the primary school (this is exacerbated at school drop off/ pick up times due to school related parking and the number of people crossing);
- Everton Road south of the crossroads, which is effectively a one-carriageway road until the junction with Kings Farm due to residents' on-road parking;
- Hordle Lane during term time which is also narrowed due to parking for the school;

Many of the existing routes to access the school and shops are via rural lanes with no pavements. Entrance and access to the village is through local small roads before accessing more major "A" and "B" roads. Public transport is infrequent and cycling options limited due to busy narrow rural roads. There are very limited employment opportunities in Hordle meaning residents need to travel to work. Consequently, most journeys in the village are by private cars.

There is concern about construction traffic being routed in and out of the site via the A337 especially if this development overlaps with SS8, SS7 and SS5. This junction with Everton Road is already problematic and issues of car parking and safe access to the school have already been flagged as a major concern.

VDS RRTS02 – Future development. This should be influenced by the need for safe access and egress onto existing roads and the suitability of existing roads to carry any increased volume of traffic. New development proposals should ensure that roads and pedestrian safety concerns are addressed through dialogue between Highways and the Parish Council at the planning stage.

VDS RRTS05 – Safety of cyclists. Proposals designed to facilitate safe cycling routes to access neighbouring communities and the National Park would be welcomed. The creation of off-road routes and measures which improve safety on the roads and lanes of the Parish, such as the "cycle route network" initiative of HCC / NFDC should continue to be supported and progressed by the Parish Council working together with the Authorities

Impact on flood risk on, or near the site.

The Parish Council is concerned that several areas in close proximity to this site are already prone to flooding. This includes Silver Street, Cottagers Lane and Everton Road. This coupled with Southern Water's report that the proposed soak away

system and ditches and existing sewers are unable to cope with any new development is extremely concerning and must be adequately addressed.

Impact on provision of open space, sport and recreation, community services and infrastructure.

The Parish Council is concerned that although mitigation money to improve local schools will be in place, that space constraints of the site of Hordle Primary School will mean that any tangible benefits to education provision for the village's children will not be maximised.

Places for safe school bus pick up/ drop off points for children living on the new development have not been considered (see the earlier point about pedestrian safety to access to the bus stop on the Ashley Road).

The Parish Council is concerned about the proposed arrangements for a management company to oversee the management of the ANRG. It is concerned about the robustness of such a company which relies on residents to pay a fee and become actively involved in perpetuity. In addition, it is concerned that such a company may not have the best interests of the whole of the Hordle community at heart when managing the site. The Parish Council would like to see the management of the site remain with a local authority to ensure that the site is protected and management for the benefit for all of Hordle's residents.

The Parish Council feels that it is best-placed to contribute the selection and design of the facilities on site and would like to be part of the consultation process for this to ensure the optimum scheme is produced for the benefit of the whole community.

No parking has been provided for people wishing to access the ANRG space and this with the proposal that the estate will not be adopted by highways mean that cars will park on Everton Road which will impact on pedestrian and road safety especially at school times

Hordle Parish Council strongly recommend Refusal – Parish 4

7 COUNCILLOR COMMENTS

7.1 Cllr Alvin Reid:

Whilst it is accepted that more housing is required, especially affordable housing, several aspects of this proposal need to be addressed before I can voice my approval.

1. Surface water run off needs to be further addressed based on Southern Water's assessment that there is insufficient current capacity for the proposed flow rates and the use of soakaways is not viable.
2. The removal of a significant number of TPO'd trees is proposed. This is totally unacceptable. Alternative solutions are to be proposed.
3. Whilst the landscape Strategy in the D&A statement mentions tree planting, I can find no mention (with apologies if I didn't find it in the raft of documents provided) of a proposal to plant two trees for every one removed. I feel this is a minimum requirement that should be included as a condition. All new trees should be native.

4. There appears to be a number of discrepancies between the documents provided. This results in an inability to fully review the proposal. This is unacceptable.
5. Whilst the development will be built to the latest design standards, I find the lack of solar panels, both PV and Aqua disappointing and unacceptable.
6. Given this is a green field site and the size of the ANRG, there is an opportunity to install Ground Sourced Heat Pumps to supply cheap and renewable energy across the site. Whilst it is accepted this would increase the developers costs, it provides a tremendous opportunity for the developer to generate revenue in perpetuity. The lack of these renewable energy facilities is unacceptable.
7. I could find no mention in the D&A statement of rain water capture and reuse.
8. Whilst this proposal would normally be viewed in isolation I feel that the cumulative effects of the two Strategic Sites (SS8 & SS9) should be assessed in both applications. It is essential that the cumulative effect on transport and local facilities is understood and included in the proposals for both strategic sites.
9. Whilst HCC Education Authority identify c£650k contribution requirements for both primary and secondary education, it is difficult to see where additional facilities can be built. Again this is exacerbated by the cumulative effect of SS8, SS9, SS10 and SS11

7.2 Cllr Fran Carpenter

Comments relating to original scheme:

The number of homes on SS9 is satisfactory, in isolation, only 3 more homes proposed above the 100 suggested in the NFDC guide plan for this particular site.

However, I please request that this site is looked at in conjunction with SS8 on Hordle Lane, which is split between 2 developers (Bargate & Pennyfarthing), with a potential to take 320 homes+ on SS8 alone, yet alone this SS9 site of 103 homes. A potential total of 423+ new homes for Hordle, crammed into these sites, and part of SS8 hasn't even come into developer ownership yet! (The original 'at least' number of homes for Hordle was 260 across SS8 and SS9!)

Concern about the exit onto Silver Street for pedestrians, although I believe this exit has now been removed from the plan?

Important to retain the trees and established hedgerow along Everton Road and within the site on the current field boundaries to maintain the sylvan feel of the setting.

There must be plenty of street trees and garden trees added within the development; also hedgehog highways from garden to garden, bat and bird boxes and communal and garden wildflower areas; wildlife friendly ponds within the green spaces. (I am happy with the idea of no street lighting on site for wildlife.)

Homes should be as sustainably designed, in and outside, as possible.

Green spaces must be managed well and consistently with NFDC biodiversity standards. Not particularly happy with the management company arrangement where residents of SS9 will pay to have the land maintained. Will conflicts arise when public want to use it?

Hordle PC and NFDC councillors hoped allotments (60 half plots in total) would be provided across SS8 and SS9 sites, and currently are NOT (only 28 plots on SS8 in the wrong place). Disappointing there are no allotments proposed on the SS9 open

green space, access from Woodcock Lane or Everton Road, with a small associated parking area. SS9 would be a better place for allotments as the green space proposed is not so visible to the public from the road as allotments proposed on SS8 on Hordle Lane will be. Allotments can look quite messy!

Why are no bungalows proposed on this site? Older downsizers need affordable smaller accessible homes too. And bungalows are a feature of this part of Hordle.

There must be no parking overspill from the site onto Everton Road. There is already a great deal of parking on Everton Road and the new site must not exacerbate this. Adequate parking must be provided on site for occupiers and visitors.

Want to see some thought put into the design of the homes, not just red brick boxes as I see on other sites around the area. Chimneys, interesting features and shapes of roofs, interesting brick patterns, all desirable.

Proposals for the management of this land for people and wildlife must be clearly and legally laid out and agreed with NFDC.

Comments relating to amended scheme:

Whilst acknowledging the number of houses are reduced in this second application, and the exit onto Silver Street has been removed, I still object to this application for the following reasons:

1. Substantially important TPO trees in the landscape will be lost in creating the entrance to this site on Everton Road. I would like to see one more effort to find an exit onto Everton Road that leaves all or more of these important landscape trees standing. Majestic, mature trees are never satisfactorily replaced by small replacement trees.
2. The amount of traffic generated from the site on Everton Road would add to an already difficult and congested parking and access situation on that road, particularly at school times, but not only at school times.

I would also like to request that details of construction traffic movements are published as soon as possible, to reassure residents that proposed hours of work and best construction traffic routes will be adhered to.

8 CONSULTEE COMMENTS

Comments have been received from the following consultees:

8.1 Southern Water

Southern Water can facilitate foul sewerage disposal to service the proposed development.

We have reviewed the surface water strategy submitted which concludes the use of soakaways is not viable.

From the submitted drawing (6351-MJA-SW-XX-DR-C-003 P1) it's evident that the onsite ditches are of shallow nature and lack connectivity with a suitable outfall and they serve as field drains which utilise shallow infiltration.

The only option left is to connect to an existing surface water sewer, however we have undertaken a capacity checks and there is currently insufficient capacity for the

proposed flow rates, which was conveyed in our response on 02/08/2022.

8.2 Open Space Officer

A variety of comments and advice of details of required specifications for ANRG, POS, play, access/paths, drainage/SuDS, landscape and landscape management, maintenance access and the maintenance of ecology features.

8.3 Hampshire County Education

The County Council has used previous extension projects to derive a cost for the proposed expansion to the primary places within the New Milton planning area, and this is estimated at **£365,747**. This is based on the provision of 1 teaching space at a pro-rata cost to accommodate the pupils from this development. Details of how these costs were derived can be found in Appendix B. This will go towards any expansion at Hordle CE Primary School, Ashley Infant and Junior Schools or New Milton Infant and Junior Schools.

Following lengthy discussions with the applicant, HCC have confirmed that no contribution is being sought for secondary provision, due to existing capacity at The Arnewood School.

8.4 HCC Surface Water

No objection, subject to a condition:

'In our previous response we asked for additional assessment to be undertaken on the potential ditch network within the site. This has been provided and shows that there are a number of ditches but no confirmed downstream linkage and a suspected lack of maintenance leading to reverse falls in places. It is considered that there may be a suitable connection, but further investigation will be required before this can be confirmed.'

An alternative discharge point has been proposed which utilises a short section of Southern Water surface water sewer before discharging into the nearby watercourse. Given this is a viable option and there is sufficient open space downstream to facilitate an alternative drainage proposal if required, we would not object to this application being granted providing that a suitably worded condition is provided to allow further investigation into the ditch network.'

8.5 Environment Agency

The Environment Agency have provided a consultation response of:

'This application falls outside of our remit therefore we have no comments to make.'

8.6 Hampshire Fire & Rescue Service

No objection - Standard letter of advice received, setting out that access and facilities for Fire Service Appliances and Firefighters should be in accordance with Approved Document B5 of the current Building Regulations, including provision of Hydrants. Also referring to the Hampshire Act 1983 Section 12 (Access for Fire Service), but no site-specific comments or observations/recommendations made.

8.7 New Forest National Park Authority

No objection – Various comments provided. Suggested planning condition controlling the installation of future external lighting for householders.

8.8 HCC Highways

Having reviewed the additional information submitted, the Highway Authority is satisfied the proposed development would not cause severe impact upon the operation or safety of the local highway network and would therefore recommend no objections to this application, subject to the following obligations and condition. (see proposed conditions and S106 heads of terms set out below)

8.9 NFDC Tree Team

The Tree officer raises no objection to the proposal on tree grounds, subject to appropriate conditions to secure tree protection measures.

Detailed comments set out in the relevant section below.

8.10 Environmental Health (Pollution)

No objection, subject to working hours condition.

Comments and advice provided re. noise impact assessment during construction period, CEMP and acoustic standards within habitable rooms within the proposed development.

8.11 Environmental Health Contaminated Land, Appletree Court

No objection - No further investigation, assessment or remediation is required for this site.

8.12 Environmental Health (Air Quality)

The submitted air quality assessment (ref: 784-B026780 28 July 2022) appropriately assesses the potential impact of the proposed development on local air quality in terms of the operation and construction phases of the development. As such the conclusions are agreed.

Environmental Health (pollution) supports the applicant's reference to the New Forest District Council Air Quality Assessments in New Development SPD and noted intended mitigation measures as stated in section 8.2 of the air quality assessment.

In conclusion Environmental Health (pollution) has no objection to the application subject to the following condition be applied should permission be granted (CEMP condition recommended).

8.13 NFDC Ecologist

No objection, subject to condition(s)

8.14 HCC Minerals and Waste Planning

No objection – Conditions re recovery and reuse of minerals recommended

8.15 NFDC Landscape Team

The Council's Landscape officer has provided detailed comments which set out his concerns but has confirmed that the proposed ANRG now meets policy requirements in terms of its dimensions.

The Landscape officer in his conclusion recommends that strong Landscape Conditions are included to ensure that an appropriate level of details are submitted for approval.

8.16 NFPA Archaeologist

No further archaeological investigation is recommended. I have no objections and/or conditions to this application.

8.17 NFDC Conservation

No objection - I find that the development will have limited impact on the setting of designated heritage assets. Any potential intervisibility is felt to be negligible and therefore would not amount to any harm being proposed to the local heritage assets. I would raise no concerns regarding the proposal.

8.18 NFDC Urban Design

Broadly the scheme offers some good quality design, following for the most part the concept masterplan from the policy, it retains and suggests it could augment the tree cover (although this is not explicit) as a key characteristic of the site and offers some fairly charming dwellings. However, the scheme has some fundamental issues outstanding and some submissions appear unfinished. As a result, I do not consider that they have provided a design that I believe to be acceptable.

9 REPRESENTATIONS RECEIVED

The following is a summary of the representations received:

A total of 85 representations were received from third parties. Of the representations received, 4 were in support of the application and 81 were against.

Grounds for objecting to the proposal included:

- Impact on local roads, transport infrastructure, traffic movements and highway safety
- Impact on local schools, shops and health services (capacity)
- Too much development in rural village, overdevelopment, out of character
- Adverse impact on the character of the surrounding area
- Loss of trees
- Concerns re drainage and flood risk in Cottagers Lane
- Concerns re surface water drainage in Silver Street and Everton Road
- Inadequate parking provision for ANRG
- No new homes needed
- Inappropriate development on Green Belt land
- Water supply and sewer capacity concerns
- Insufficient public transport for the area
- Wildlife/ecology impacts
- Air quality and pollution impacts
- Sustainability and global warming concerns
- No provision of allotments
- Unsuitable dispersal/distribution of affordable housing within the site
- Amenity concerns (overlooking, loss of light, outlook etc)
- Noise and disturbance during construction phase

Grounds for supporting the proposal included:

- Great opportunity for young families to move to the area
- Affordable housing provision welcomed
- Appropriate layout and density proposed
- Attracting younger population to the area
- Impressed by other developments by the applicant

For: 4

Against: 81

10 PLANNING ASSESSMENT

10.1 Principle of development including 5-year land supply

10.1.1 The Strategic Site allocations within the Local Plan

The Local Plan 2016-2036 Part One: Planning Strategy (adopted 6 July 2020) sets out a series of Strategic Site allocations intended to address the majority of future housing needs not already being met by sites with planning permission or already allocated for housing development.

10.1.2 Site Concept Master Plans have been prepared for each Strategic Site Allocation to demonstrate how the identified minimum number of homes can be accommodated in a manner compliant with the Local Plan policy requirements and standards, including the provision of natural recreational greenspace for habitat mitigation and the provision of public open space, and the development setbacks required:- around pipelines and overhead power lines, and to protect specific habitats, water courses, mature trees and woodlands.

10.1.3 The Site Concept Master Plans are illustrative rather than prescriptive requirements. Informed by a landscape assessment and consideration of biodiversity potential, they illustrate how development can fit its landscape (or townscape) context and deliver a net environmental gain (subject to appropriate detailing and implementation).

Strategic Site 9 (SS9) Land east of Everton Road, Hordle

10.1.4 Land east of Everton Road, Hordle (the application site) is one of the Strategic Development sites that have been allocated for development in the adopted New Forest Local Plan 2016-2036. Strategic Site Policy 9 refers. This policy states:

i. Land to the east of Everton Road, north Hordle as shown on the Policies Map is allocated for residential development of at least 100 homes depending on the housing mix provided, and open space.

ii. The master-planning objectives for the site as illustrated in the Concept Master Plan are to create a development that redefines the green gap between the lower and upper parts of the village comprising:

a. A connected network of small development parcels set within existing field boundaries, retaining tree belts, streams and hedgerows.

b. An area of enhanced natural recreational greenspace on the eastern part of the site (within land designated as Green Belt outside the settlement boundary), defining a strong Green Belt boundary and green gap between the two parts of Hordle

village, including new woodland trees and hedgerows to provide a habitat link between woodland to the south and north of the site.

c. Footpaths connecting through the site and linking to Strategic Site 8: Land at Hordle Lane to the south.

iii. Site-specific Considerations to be addressed include:

a. Providing a pedestrian crossing point on Everton Road to link the footpath/cycleway routes.

b. Principal vehicular access from Everton Road, with a secondary access from Silver Street.

c. Providing a well-defined edge and enhanced rural character to the Green Belt.

10.1.5 Therefore, the principle of the proposed development is established as being acceptable and is enshrined within policy SS9 of the adopted Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside the New Forest National Park.

10.2 Housing land supply

10.2.1 The Council cannot demonstrate a five-year supply of deliverable housing land. In such circumstances the NPPF (para 11d) indicates that the tilted balance is engaged, whereby in applying the presumption in favour of sustainable development even greater weight should be accorded in the overall planning balance to the provision of new housing (and affordable housing).

10.2.2 The NPPF (July 2021) states the following:

For decision-taking this means:

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

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

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

or

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

10.2.3 The application constitutes one of the Council's Strategic Site allocations which are intrinsic to addressing future housing needs. Consequently, it is considered the Council's current lack of a five-year supply of deliverable housing land (and the 'tilted balance' thereby invoked) in this case forms a significant material planning consideration and adds additional weight to the provision of new housing (and affordable housing) on the site.

10.3 Site layout, design of dwellings, and impact on the character and appearance of the area including matters relating to hard and soft landscaping

10.3.1 This full planning application submission was originally submitted for 103 dwellings but has now been amended. The proposal is now for 97 dwellings, access and internal roads, landscaping, drainage and other infrastructure and public open space including informal play space and land used for ANRG purposes (habitat mitigation).

10.3.2 The housing mix is made up of the following -

- 73 houses, of which 23 are 1 bed, 38 are 2 bed and 12 are 4 bed
- 4 x 1 bed flats
- 8 x 2 bed flats
- 8 x 1 bed maisonettes
- 4 x 2 bed flat over garage (FOG)

10.3.3 The number and breakdown of affordable housing dwellings is 49 units which equates to 50% of the homes proposed. The affordable homes proposed comprise:

- 12 x 1 bed
- 22 x 2 bed
- 14 x 3 bed
- 1 x 4 bed

10.3.4 The residential element of the scheme is all contained within the north western area of the site in accordance with the indicative layout of the Concept Master Plan. There is a long linear area of public open space (POS) along the east side of Everton Road, and further POS areas within the residential housing area itself and along the western boundary of the site, as indicated in the submitted landscape proposal plans.

10.3.5 The eastern part of the site will provide the ANRG area, with equipped play area (LEAP) and informal play areas, together with circulatory paths, open amenity grassed areas, dog exercise areas, shallow scrapes and swales and boardwalks. Highway access is provided in one place from Everton Road.

10.3.6 The development will be provided with a new foul sewer connecting to the mains system in Everton Road, to the west. The proposed development will be served by Pennington Wastewater Treatment Works (WwTWs).

10.3.7 A surface water drainage discharge point has been proposed which utilises a short section of Southern Water surface water sewer before discharging into the nearby watercourse. Notwithstanding the concerns expressed by Southern Water, HCC as lead local flood authority (LLFA) consider this to be a viable option and are content there is sufficient open space downstream to facilitate an alternative drainage proposal if required.

10.3.8 Consequently, HCC LLFA do not object to this application being granted providing that a suitably worded condition is imposed that requires further investigation into the existing network in advance of development commencing.

10.3.9 All other mains services will be provided to serve the site. The proposals contain a detailed landscaping plan and a framework for managing and maintaining all public open spaces and landscaped areas, along with ecological management measures.

10.4 Design and site layout

10.4.1 Policy ENV3 of the Local Plan states that development should contribute positively to local distinctiveness, quality of life and enhance the character and identity of the locality by creating buildings, streets, places and spaces that are functional, appropriate in appearance and attractive. New development should be accessible for those with different needs with realistic levels of car parking, and attractive and appropriate green spaces.

10.4.2 The Local Plan includes an indicative concept Masterplan on which any new developments that come forward should be based unless the developer can show any changes are improvements or equal in quality. The Council's draft SPD guidance on master-planning of Strategic Sites is also to be afforded some weight. Furthermore, the Government has now revised its NPPF in July 2021, and this together with the Governments Design Guidance provides further advice in achieving improved standards of design in layout and house types.

10.4.3 Also of relevance is the guidance set out within the Hordle Village Design Statement (VDS) Supplementary Planning Document (SPD), adopted December 2014.

Site Layout

10.4.4 Initial proposals were submitted for a total of 103 new dwellings with primary accesses from Everton Road and Silver Street (as indicatively shown within the Concept Master Plan for the SS9 site). However, following further investigation and liaison with HCC Highways, revised plans were submitted which omitted the Silver Street access.

10.4.5 Additionally, in liaison with NFDC planning, the applicant revised the internal layout of the site and in particular the eastern extent of the ANRG to improve the layout, accessibility and relationship with the residential area of the site. The amendments to the ANRG layout had the effect of reducing the number of dwellings proposed to 97.

10.4.6 Generally, the layout of the proposed development accords closely with the layout set out in the Concept Master Plan. The primary vehicular access from Everton Road is in the position anticipated and the residential development is located within the north eastern area of the site, with the western area providing ANRG.

10.4.7 In addition to the primary vehicular access, the proposal includes non-vehicular accesses onto Everton Road and within the site as envisaged within the Concept Master Plan, as well as two pedestrian crossing points on Everton Road – also in accordance with the aspirations of the Concept Master Plan.

10.4.8 It is of note that an area of land to the immediate south of the glasshouses has not been included in the proposal, nor has a triangular area of land to the west (accessed off Cottagers Lane). It is understood these areas of land remain outside the ownership and control of the applicant.

10.4.9 Notwithstanding the exclusion of these two smaller parcels of land from the application proposals, officers consider the application as submitted is able to be considered on its merits and is able to provide an appropriate level of ANRG and public open space for the amount of development proposed.

10.5 Site landscaping

Public open space

10.5.1 The Council's policies require that new residential development makes provision towards public open space, with the expectation for larger developments being that this public open space should be on site. Public Open Space provision is additional to the requirement for ANRG provision and should be provided at a rate of 3.5 hectares of public open space per 1000 population, including all of the following elements:

- 2 hectares on Informal Public Open Space per 1000 population
- 0.2 hectares on Children's play space per 1000 population
- 1.25 hectares of formal Public Open Space per 1000 population

Informal Public Open Space

10.5.2 The local plan policy objectives for the site, as illustrated in the Concept Masterplan seek to create a principal area of green recreational space (ANRG) to the east and north east of the site with new planting within the ANRG to link existing woodland habitats to the south and north east of the site.

10.5.3 As the application is a full application, with the precise dwelling mix agreed, it is possible to calculate precisely what quantum of informal public open space needs to be provided on site. Using the Council's calculator, the proposal for 97 dwellings would generate an informal open space requirement of around 1.99 hectares.

10.5.4 The actual area of proposed informal public open space as defined by the applicant's plan is 2.57 hectares, which accords with the policy requirement and broadly reflects the area of green space as envisaged on the Concept Masterplan. Within the streets of the development there are areas of incidental open space (amounting to an additional 1,21 hectares) which includes grass verges with trees, and landscaping along streets, which add to the overall open space provision.

10.5.5 In summary, the proposed informal open space, in conjunction with the ANRG land, forms an extensive network of green infrastructure that would be well distributed across the site and offer an attractive amenity for the future residents of the proposed development and the wider local community. Future management and maintenance of these areas will be secured through a Section 106 legal agreement.

Children's play

10.5.6 The Children's play space includes a single Local Area of Play (LEAP), together with other, more informal play areas within the ANRG. Based on the proposed residential mix, the proposed development as a whole should secure at least 0.06 hectares of children's play space – the combined LEAP and informal play areas provided achieve this requirement.

10.5.7 A detailed specification of all new play equipment and street furniture to be provided within the main LEAP and other public areas will be secured through a condition – see section 10.8 below.

Formal open space

10.5.8 Formal open space is defined usually as playing fields designed to be used for organised sport. It can also include however informal large kick about or playing areas providing an opportunity for local residents to play games as well as to support

a playing pitch provision in the town. Were formal public open space to be provided on site, the minimum requirement would be 0.31 hectares.

10.5.9 In this case, it is considered the significant over-provision of informal open-space (being approx. 0.6 ha – equivalent to nearly double the on-site formal open space requirement) provides enhanced opportunities for sports and other healthy living activities to take place on site. As such, it is considered that the over-provision of informal open space within the ANRG area can be considered as providing a 'mixed' formal and informal open space for this application, which satisfactorily makes provision for both types of open space within the site.

10.5.10 Members are referred to the amended site layout plans, ANRG plan, site landscape plans and the other more detailed plans for further information with particular reference to the final amended versions of these plans submitted August 2022. The amended proposal is considered to be acceptable in terms of site layout.

10.5.11 As detailed above, there have been a number of improvements in the layout which have improved design quality. There are some additional details still outstanding, however these can be secured through the use of planning conditions.

10.5.12 The Council's Landscape officer has provided detailed comments which set out his concerns, but he confirms the proposed ANRG now meets policy requirements in terms of its dimensions. The Landscape officer in his conclusion recommends that strong landscape conditions are included to ensure that an appropriate level of details are submitted for approval.

10.5.13 In summary, officers consider there to be no significant site landscaping issues outstanding that now prevent a positive recommendation.

10.6 House designs

Materials and detailing

10.6.1 Whilst the final detail and specification of external materials is to be a matter to be agreed by condition, it is anticipated the predominant material for the proposed dwellings will be red stock bricks. These will take the form of plain red stock to reflect the more Victorian detached houses and villas in the village, together with blended or multi-stock bricks to reflect the more varied appearance in the locality. Limited areas of render are also proposed to be used on larger and feature plots.

10.6.2 In terms of roofing materials, plain tiles are the most common roof covering proposed, to accord with the materials used on the existing, more traditional, dwellings in the village. Brown, red or red/brown blend are considered appropriate colours. Slate tiles can be seen in the village, especially on Victorian houses and villas, and therefore their use within the proposed development is also considered acceptable.

10.6.3 Windows are designed to have a vertical emphasis and style that reflects the character of the buildings. Window heads are intended to be brick double snapped headers or bell cast drip to rendered units, cills to be tiled.

10.6.4 Turning to individual house design matters, the original submission received a consultation response from the Council's Urban Design officer (dated 16th March 2022) which included comments as follows:

'Broadly the scheme offers some good quality design, following for the most part the concept masterplan from the policy, it retains and suggests it could augment the tree cover (although this is not explicit) as a key characteristic of the site and offers some

fairly charming dwellings.

However, the scheme has some fundamental issues outstanding and some submissions appear unfinished. As a result this is not yet of an acceptable design.'

10.6.5 During the course of considering the application, and prior to the submission of the amended plans (i.e. the reduced one access, 97 house scheme), further liaison and advice was provided between officers and the applicant, resulting in a number of significant revisions to the design of the proposed dwellings. These revisions included:

- Improvements to the Everton Road frontage in both layout form and elevational approach
- The flat blocks have been redesigned to create a distinctive architectural approach which sets them apart from the rest of the development
- As part of the wider redesign of the scheme the relationship with the retained trees and open spaces has been improved

10.6.6 The Urban Design officer's consultation comments in respect of the amended 97 house scheme identified the application has benefitted from a series of discussions, through which several important amendments have been made to the layout and additional/revised material submitted in terms of the ANRG. The Urban Design officer goes on to say that despite the considerable improvement over the course of this application process and despite some evidence of real quality being proposed, he remains concerned with regard to a number of unresolved elements (detailed comments provided on a plot-by-plot basis).

10.6.7 However, officers are satisfied that discussions and liaison undertaken between the applicant and NFDC planning have culminated in an updated set of house types which demonstrate some better-quality house designs which are more reflective of local vernacular.

10.6.8 The proposal now includes a range of house types which are considered acceptable subject to further fine details being agreed at condition stage. It is considered that the housing designs now put forward broadly support that local and national aspiration although there are a number of remaining areas in which the designs could be further improved, overall, the quality of the scheme has now been improved to an acceptable level.

10.6.9 The application details are now overall considered acceptable subject to conditions on details covering matters such as the approval of materials and detailing to be agreed by condition.

10.7 Sustainability of the buildings

10.7.1 Whilst the NFDC local plan does not impose a requirement for higher energy efficiency standards for new dwellings (i.e. in excess of those set out within the revised (December 2021) Building Regulations, Part L), the applicant proposes to construct every home within the development to an efficient fabric and building services specification, capable of delivering savings in CO2 emissions and Fabric Energy Efficiency in exceedance of the minimum standards of Part L.

10.7.2 An air source heat pump will be installed in each property. The heating designs of each house type will include time and thermostatic controls. Additionally, the developer proposes to incorporate low flow sanitary ware and eco-sanitary products into the design of each property to achieve a low water consumption rate.

10.7.3 Provision for the convenient installation of charging points for electric vehicles is a requirement (secured by condition), as is secure cycle storage provision.

10.7.4 Whilst no external microgeneration solar PV or solar thermal equipment is proposed, householders will benefit from the availability of permitted development rights under Class A of Part 14 (installation or alteration etc of solar equipment on domestic premises) to Schedule 2 of the General Permitted Development Order (GPDO) which gives consent for the addition of such equipment without the need for consent from the local planning authority.

10.8 Provision of play equipment

10.8.1 The development includes one locally equipped area for play (LEAP) which is located at the entrance to the ANRG on the western side of the main access road. A further two informal play areas are proposed within the ANRG proper.

10.8.2 The main LEAP is situated within the south-eastern part of the site close to the entrance to the main ANRG area but separated and fenced off from it so to provide a secure play park for a variety of ages, with no access to dogs.

10.8.3 A detailed specification of all new play equipment and street furniture to be provided within the main LEAP and other public areas will be secured through a condition.

10.9 Adoption and future maintenance of play areas, POS, ANRG, and SINC

10.9.1 Comments have been made by the parish council and in other representations regarding a preference to see public areas being maintained by the Council and not the developers.

10.9.2 The future management and maintenance of these areas together with on-going monitoring can be agreed and secured as part of a Section 106 Agreement together with appropriate contributions for monitoring and provisions towards facilitating ongoing maintenance.

10.9.3 The application is supported by an ANRG Management Plan which sets out the overarching management aims and detailed management objectives for the retained and newly created areas of habitat within the ANRG to help ensure that the conservation status of important ecological features is maintained, and that Biodiversity Net Gain is delivered in the long-term. The ANRG Management Plan sets out the features to be instated to create the ANRG, along with the important ecological features to be managed within the ANRG.

10.9.4 Section 5 of the ANRG Management Plan sets out who will be responsible for implementing the plan and how arrangements for funding will be organised, together with details of the ongoing specific management requirements needed to achieve the management objectives; and defines and allocates roles and responsibilities for delivering the plan.

10.9.5 This approach is in line with the mechanism that has been accepted for other larger residential developments. Officers are confident that with the agreed monitoring in place that the planning outcomes sought from this space will be achieved.

10.10 Impact on trees

10.10.1 Notwithstanding the status of the site as a Strategic Site allocation within the adopted Local Plan 2016-2036 Part One: Planning Strategy, the site is covered by

an area Tree Preservation Order (TPO/0009/18).

10.10.2 This means all trees that have been growing on this land prior to the date of this Tree Preservation Order (TPO) are protected. The dominant species present on site is Oak that are growing along the existing field boundaries.

10.10.3 Since the submission of the original scheme for 103 homes and two accesses, the site layout has been altered. As a result, an amended tree report has been submitted. Within this report 2x A grade trees (T15 & T71), 8x B grade individuals and tree groups (G22, G23, T62, G79, T81, T82, G83 & T87) and 10x C grade trees, tree groups and hedges (G9, H12, T27, G61, G63, G64, G70, H80, H88 & G118) will be lost to this proposal.

10.10.4 In the revised consultation response, the Council's Tree officer is accepting of the fact that, given the existing verdant character of the site, it is inevitable that there will be some tree loss as a result of developing the allocated site. The Tree Officer considers the biggest impact on the tree-scape will be the creation of the access off Everton Road where a number of oak trees are present. Some of trees and hedgerow will be lost in order to satisfy Highway visibility requirements. It is important that additional trees are planted as part of the landscaping scheme to mitigate this loss.

10.10.6 The Tree Officer has commented that the proposed layout of the residential plots is considered acceptable, with all retained trees remaining on areas of open space and not incorporated within domestic gardens. Additionally, the removal of the access from Silver Street which was part of the original scheme is welcomed as this may have otherwise impacted a locally significant Veteran Oak tree on the northern boundary of the site.

10.10.7 A number of pedestrian paths are shown within the root protection area of the retained trees; however, specialist non-dig construction methods have been specified for these areas which should minimise the impact on the trees.

10.10.8 A drainage layout drawing has been submitted, that shows that at various points the root protection areas of retained trees will be intersected by drains. In these areas the sewer will be thrust bored/hand dug to minimise the impact this will have on the trees and a finalised methodology for the installation of utilities close to trees can be agreed as a condition. The Tree Officer has no objection to these elements or to the layout of the residential part of the site.

10.10.9 The applicant has submitted an amended Tree Protection Plan that demonstrates that the root protection areas of trees will be safeguarded during construction.

10.10.10 In summary, the Tree Officer raises no objection to the proposal on tree grounds, subject to appropriate conditions to secure tree protection measures.

10.11 Access and highway safety, trip generation and local road capacity, sustainable transport opportunities, and car parking provision

Overview

10.11.1 The amended application proposes a single vehicular access into/from the development, located on Everton Road in the approximate location shown as an indicative primary access on the SS9 Concept Master Plan.

10.11.2 Also proposed are two other non-vehicular accesses on Everton Road, to the north and south of the main vehicular access. These two non-vehicular accesses also incorporate crossing points across Everton Road which will consist of dropped

kerbs and tactile paving to provide pedestrian connections which tie in with the existing footway network on the western side of Everton Road.

10.11.3 In addition, a new footway will be provided on both sides of the new vehicular access onto Everton Road, consisting of uncontrolled crossings with dropped kerbs and tactile paving to be provided on both sides of the access providing pedestrian crossing points. It is also proposed to provide a shared pedestrian/cycle access onto Everton Road to the south of the proposed vehicle access to provide access to the area of public open space within the site.

Removal of the Silver Street access

10.11.4 The planning application initially submitted in December 2021 for 103 dwellings received a consultation response from HCC Highways which raised concerns in relation to the proposed access onto Silver Street. Following further discussions with HCC Highways and NFDC, it was considered necessary in the interests of Highway safety to remove the previously proposed access onto Silver Street. The applicant's Transport Assessment has been subsequently updated to reflect the amended access arrangements and to provide the additional information requested by HCC.

10.11.5 Whilst the Silver Street access is shown in the Site Concept Master Plan for the SS9 development, officers note that (as set out within paragraph 9.30 of the Local Plan Part One), the Site Concept Master Plans are illustrative rather than prescriptive and the layouts and details of development proposals will be subject to further consideration and discussion as sites come forward through the planning application process.

Temporary construction access

10.11.6 It is proposed to provide a temporary construction access onto Everton Road approximately 90m to the south east on Monterey Drive to serve and facilitate the initial construction phases of the development. Once the construction is complete, the construction access will be closed to vehicles and converted into a dedicated 3.0m shared pedestrian/cycle access. An uncontrolled crossing point with dropped kerbs and tactile paving will be provided to tie into the existing footway on the south/western side of the carriageway.

Car and cycle parking

10.11.7 Car and cycle parking are proposed in line with NFDC's most recent (6th April 2022) Parking Standards Supplementary Planning Document (SPD). In addition, provision is to be made to enable the convenient installation of charging points for electric vehicles in residential properties and in visitor parking areas, in accordance with the provisions of local plan policy IMPL2 (to be secured via a planning condition).

Consideration of the amended proposal

10.11.8 Having regard to the requirements of the National Planning Policy Framework (NPPF Chapter 9 - Promoting sustainable transport), the applicant has submitted a Transport Assessment to consider the transport impacts that may arise from the proposed development.

10.11.9 The proposals and submitted documentation have been the subject of significant pre-application liaison with HCC Highways and discussion, resulting in the arrangements now proposed.

10.11.10 The Transport Assessment has been specifically prepared to consider the four key tests set out in the NPPF paragraph 110. These key tests include:

1. Will the opportunities for travel by sustainable travel modes be appropriately taken up?
2. Will safe and suitable access be provided for all mode?
3. Will the design of the site accord with current design standards?
4. Can any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, be mitigated to an acceptable degree?

10.11.11 In addition, a Framework Travel Plan (to be read alongside the Transport Assessment) has also been prepared to identify opportunities for the effective promotion and delivery of sustainable transport initiatives for this site.

Documentation submitted

10.11.12 The applicant has submitted the following documentation to consider the transport impacts of the proposed development:

- Amended Framework Travel Plan
- Amended Transport Assessment Technical Note
- Pedestrian Crossing Visibility 6351-MJA-SW-XX-DR-C-504
- Dimensions and Visibility Layout 6351-MJA-SW-DR-C-503
- Estate car tracking layout 6351-MJA-SW-XX-C-502 P6
- Fire Appliance Vehicle tracking layout 6351-MJA-SW-DR-C-501
- Refuge Vehicle Tracking Layout 6351-MJA-SW-DR-C-500
- External Works surfacing layout 6351-MJA-SW-DR-C-400
- Drainage Layout 6351-MJA-SW-DR-C-001
- Level Layout 6351-MJA-SW-DR-C-002
- Existing Surface water ditch network 6351-MJA-SW-DR-C-003
- Longitudinal Section 6351-MJA-SW-DR-C-100
- Landscape proposals 2249-TFC-00-00-DR-L 1001, 1002, 1003, 1004, 1005, 1006, 1007
- Site Access Stopping Sight Distance Plan ITB16122-GA-030

10.11.13 Policy CCC2 of the adopted Local Plan Part One deals with safe and sustainable travel

Policy CCC2 states:

New development will be required to:

- i. Prioritise the provision of safe and convenient pedestrian access within developments, by linking to and enabling the provision of more extensive walking networks wherever possible, and where needed by providing new pedestrian connections to local facilities;
- ii. Provide or contribute to the provision of dedicated cycle routes and cycle lanes, linking to and enabling the provision of more extensive cycle networks and providing safe cycle routes to local schools wherever possible;
- iii. Consider and wherever possible minimise the impact of development on bridleways and horse riders;
- iv. Provide sufficient car and cycle parking, including secure cycle parking in schools and colleges, work places, bus and rail stations, and in shopping

areas in accordance with the adopted Parking Standards Supplementary Planning Document78;

- v. Incorporate infrastructure to support the use of electric vehicles; and
- vi. Provide, or contribute proportionately to the provision of, any highways or public transport measures necessary to enable the development to be accommodated in a safe and sustainable manner, including the requirements identified in any applicable Strategic Site Allocation Policies.

10.11.14 The Strategic Site Allocation Policies set out site-specific requirements for sustainable transport measures identified to be necessary to support the proposed development. Wherever footpath, pedestrian and cycle routes run alongside or through the site, there is a presumption that these routes will be retained and improved by the development.

Off-site Highway improvement works

10.11.15 The following off-site improvement works to the local Highway infrastructure have been identified and agreed as being required:

1. Provision of tactile paving at the following locations:
 - Everton Road / Monteray Drive junction;
 - Vaggs Lane / Silver Street / Ashley Road mini-roundabout;
 - Everton Road / Ashley Lane junction;
 - Stopples Lane / Holes Close junction,
 - Stopples Lane / Stoneleigh Avenue junction; and
 - Access to Stoppel Lane Parade of shops
2. Provision of drop-kerbs with tactile paving to access the bus stops along Everton Road and extending the hard surface of these bus stops to allow a larger waiting area; and
3. Provide a shelter for waiting at the Ashley Lane (WI Hall) bus stop on the southern side of the carriageway. The opportunity to provide a shelter on the northern side was also explored, however, given the relatively recent improvements to the bus stop facilities on the northern side of the carriageway, which provided a bus layby, there is insufficient footway width / highway to provide a shelter on the northern side.

10.11.16 As part of the proposals, the applicant will provide HCC with a contribution to deliver the offsite improvements identified above, to be secured through a Section 106 agreement. The applicant has provided a cost estimate for the offsite improvement works, which total £87,777.50 (with the breakdown provided in Appendix A of the additional Transport Assessment Technical note). The Highway Authority accept this cost estimate, and this can be secured via a S106 agreement, for the implementation of off-site sustainable mode improvement works within the vicinity of the site.

Highway Authority consultation response

10.11.17 Members are referred to the final comments of the Highway Authority. HCC as Highway Authority raise no objection to the proposed development and provide the following comment:

'Having reviewed the additional information submitted, the Highway Authority is satisfied the proposed development would not cause severe impact upon the operation or safety of the local highway network and would therefore recommend no

objections to this application, subject to the planning obligation and conditions:

10.11.18 HCC Highways request that the applicant is required to enter into a Section 106 Legal Agreement to secure the following:

- A contribution of £87,777.50 for the implementation of sustainable mode improvement works within the vicinity of the site
- A contribution of £78,899 towards capacity improvements at the junctions of Silver Street/ Ashely Road/ Vaggs Lane mini roundabout and Ashely Road/ Everton Road, or any other measure that mitigate the development impact at this location through improvements to sustainable mode provisions to reduce vehicular traffic.
- Provision of a Travel Plan and associated approval and monitoring fees and bond.
- Provision of pedestrian and cycles access in accordance with the approved plans, ITB16122-GA-024 Rev D and ITB16122-GA-025 Rev D, including timing of provision of these accesses.

10.11.19 The concerns raised by the Parish Council and by third parties are noted both in respect of the capacity of local roads and other general Highway safety concerns. However, on the basis of the acceptance of the proposals by the Highway Authority, officers consider there to be no sustainable or defensible reasons to refuse the application on the basis of the concerns that have been expressed.

Summary of consideration of the transport impacts arising from the proposed development

10.11.20 On the basis of the detailed consideration, transport assessment work and consultations undertaken, the proposed development is considered accordant with the provisions of the relevant policies of the adopted Local Plan (in particular Policy CCC2: Safe and sustainable travel), Supplementary Planning Guidance and the aims and objectives of the NPPF.

10.11.21 In these respects, it is considered the proposed development would achieve safe and sustainable travel, subject to the conditions specified by HCC Highways and the provision of proportionate contribution(s) (to be secured as financial contributions via a S106 legal agreement) towards:

- the implementation of sustainable mode improvement works within the vicinity of the site; and
- capacity improvements at the junctions of Silver Street/ Ashely Road/ Vaggs Lane mini roundabout and Ashely Road/ Everton Road, or any other measure that mitigate the development impact at this location through improvements to sustainable mode provisions to reduce vehicular traffic; and
- Provision of a Travel Plan and associated approval and monitoring fees and bond; and
- Provision of pedestrian and cycles access in accordance with the approved plans, ITB16122-GA-024 Rev D and ITB16122-GA-025 Rev D, including timing of provision of these accesses.

10.12 Ecology - on site impact on protected species, Biodiversity Net Gain (BNG), Recreational Habitat Mitigation and provision of Alternative Natural Recreational Greenspace (ANRG), and impact on protected species

Policy and legislative background

10.12.1 The Wildlife and Countryside Act 1981 protects wildlife on development sites and confirms it is an offence to injure, kill or disturb wildlife species and their nests or habitats.

10.12.2 Development Plan policy, government advice and emerging legislation all require an enhancement to on-site biodiversity wherever possible. In accordance with policy DM2: Nature conservation "*Development proposals will be expected to incorporate features to encourage biodiversity and retain and, where possible, enhance existing features of nature conservation value within the site.*"

10.12.3 The Council's Ecology and Biodiversity Net Gain Interim Advice and Information Note (7th July 2020) sets out how the Council will seek to secure the achievement of a minimum of 10% biodiversity net gain as a requirement of planning permission for 'major' new build development. The Government's intention is to introduce a 10% biodiversity net gain as a mandatory requirement in England through the Environment Bill. This interim policy is underpinned by the National Planning Policy Framework (NPPF) paragraph 170(d), which requires planning decisions to provide net gains in biodiversity. Paragraph 174(b) requires plans to identify and pursue opportunities for securing measurable net gains for biodiversity.

10.12.4 Paragraph 175(a) suggests that if significant biodiversity losses cannot be avoided, mitigated or compensated then permission should be refused. New Forest District Council's policy STR1 (iii) in the New Forest District (outside the National Park) Local Plan Review 2016-2036 Part One: Planning Strategy, adopted 6 July 2020 has a requirement for all development to achieve an environmental net gain - 'Environmental Net Gain' encompasses 'Biodiversity Net Gain'.

On Site Biodiversity and protected species

10.12.5 The application is accompanied by the following submitted ecological reports and documentation:

- Bargate Homes – Amended Design and Access Statement
- TetraTech – Report to Inform Habitats Regulations Assessment Stage 1 and Stage 2 – Revision 2
- Terrafirma -Landscape Management Plan
- Terrafirma – ANRG Plan
- Tyler Grange Ecological Assessment Revision B
- Tyler Grange ANRG Management Plan Revision B

The site as existing

10.12.6 The application site comprises poor semi-improved grassland, mature tree lines, scattered scrub, buildings, areas of artificial surface and a series of ditches. These habitats were considered to be negligible and of low ecological importance. With the provision of habitats within the development area and the ANRG, it is considered that the proposals would mitigate for the loss of an area of poor semi-improved grassland and trees that will be lost as a result of development.

10.12.7 Surveys undertaken have concluded that badger, reptiles and dormouse are likely absent from the site. However, it was confirmed that building B2 supports breeding barn owls, a night roost of an individual greater horseshoe (GHS) bat and commuting and foraging bats. Seven disused badger setts were confirmed on site, with six of these within the footprint of the development.

10.12.8 No confirmed bat roosts are present within trees subject to removal; however, an occasional used roost or a transitional roost of a single greater horseshoe bat was identified on site.

10.12.9 This roost will be lost to the development and mitigation measures have been outlined within the report. With the provision of a dedicated bat house, and enhancements to the habitats within the ARNG, the favourable conservation status of GHS bats will be retained.

10.12.10 A breeding barn owl were also recorded on site, within a building that will be lost to the development. With the provision of a new nesting box within the bat house within the ARNG, and enhancement of the grassland to create optimal foraging habitats, it is not considered that the proposals will have a detrimental impact upon the population of barn owl present within the local area.

The proposed development

10.12.11 Assessments have concluded that habitats of negligible importance will be lost as a result of the proposals, however, the majority of habitats of local importance will be retained, protected and enhanced. There will be some loss trees and grassland, but the replacement habitats within the site and within the proposed ARNG will offset this loss.

10.12.12 The Council's Ecologist has been involved and consulted on the development of the site from the pre-application stage. The Ecologist provides the following detailed comments:

Designated Sites & HRA

10.12.13 I am content that all relevant designated sites requiring consideration in the assessment have been identified. Likewise, I am content with the HRA screening undertaken and that the pertinent issues which could affect the identified Natura 2000 sites have been identified. I am content that the development proposals would not have the potential to impact on the integrity of European sites when taking into account the measures presented.

Habitats

Biodiversity Net Gain (BNG) assessment:

10.12.14 The previous BNG assessment demonstrated that the proposed development would result in a net loss of Biodiversity (-1.43 units or -8.43%). The revised report indicates that overall, the development should now achieve a net gain of +33.9% for habitat units, +15.22% for hedgerow units, and +92% for river units. This seems to be attributable to the extra value placed on 'urban trees' in version 3.1 of the metric (over 3.0 previously). I cannot see the excel metric itself has been submitted, I would be grateful if this (and the previous version) be provided for me to be able to review the assumptions and data entered in more detail. I also want to make sure that urban trees has been used consistently on both sides of the calculation i.e. baseline and creation and that any losses from the baseline are captured.

Protected Species

Badger

10.12.15 Seven badger setts were identified on-site. Further assessment showed these to be disused at the time of survey. The status of badgers on site could change in the intervening time between surveys and commencement of construction

assuming permission is granted. As such I would recommend including the following condition:

“Prior to the commencement of any construction work on site, an updated badger survey shall be undertaken by a suitably qualified and experienced ecologist, and a Method Statement for Badgers during Construction shall be submitted to the Local Planning Authority for written approval. The development shall be carried out in full accordance with the approved Method Statement”.

The measures outlined in the ecological assessment for construction mitigation in relation to badgers have not been included in the framework CEMP submitted. See comments below under CEMP.

Bats

10.12.16 An occasional/transitional greater horseshoe roost has been identified within building B2. The updated proposed layout of the development includes a dedicated bat house within the ANRG close to the original roost site. The dedicated bat house will have an apex height in excess of 2.8 m and a length and width of 5 m in order to provide an area to light sample. The access point will be facing out onto mature boundary vegetation of the ANRG and will comprise a 30x20cm letter box style entrance on the gable elevation with a hopper constructed on the inside, with a 45 degree metal lines chute to reduce the chance of birds entering the roost and to reduce ingress of rain and wind. The report states that the design of the proposed loft roosting space will be specified in a Mitigation Strategy, to be secured by planning condition. I favour the updated approach to mitigation with a standalone structure.

10.12.17 Given the proposed development results in the destruction of a known roosts. In our function we are required to consider the likelihood of a licence being granted (by the licensing authority – Natural England and ‘have regard for the Habitats Directive’). The three derogation tests are that:

- The activity to be licensed must be for imperative reasons of overriding public interest or for public health and safety;
- There must be no satisfactory alternative; and
- Favourable conservation status of the species must be maintained.

10.12.18 On the first two bullets, it is accepted that this will relate to wider planning considerations but having reviewed the mitigation strategy I would not expect there to be reasons for a licence not to be issued. In consideration of the third test in relation to maintaining a favourable conservation status, I am of the opinion that if the works are carried out in accordance with the recommendations of the submitted report this test is capable of being met.

10.12.19 I would recommend inclusion of the following planning condition on any permission:

“Any works that impact on the bat roost (transitional/occasional roost for an individual greater horseshoe) identified in the Tyler Grange Ecological Assessment, dated 20th July 2022 (Reference: 13631_R01b_20th July 2022_HDBJ_CW) shall not in any circumstances commence unless the local planning authority has been provided with either:

- a) a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 authorizing the specified

activity/development to go ahead; or

b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/development will require a licence”.

10.12.20 The Ecological Assessment correctly identifies the requirement for a sensitive lighting strategy given the confirmed presence of light sensitive bat species on site. The Ecological Assessment states that the lighting strategy must aim to achieve light levels of less than 0.5lux along linear features and suggests that this can be secured by planning condition. I would request that a plan showing the areas to be limited to 0.5 lux is provided for the avoidance of doubt and full transparency. Given this is a full application and the importance of delivering this, I would be minded to request that a sensitive lighting strategy is provided upfront and not conditioned to provide confidence this is achievable. Alternatively, if you were minded to secure this via condition we would need to think carefully on the wording as in my opinion the existing wording is too vague and could store issues up for future. Perhaps wording could retain the ‘aim for 0.5 lux’ but include ‘no more than 1 lux’ could be an approach to include an upper limit but not a potentially undeliverable planning condition?

10.12.21 Ecological enhancements for bats are proposed including 10 No. bat boxes. It is the expectation that an average of one built in enhancement feature is provided per dwelling (from bird nesting, bat roosting or bee brick) – some dwellings may have more than one feature, others may not have any and the most suitable locations should be identified by the project ecologist. The 10 boxes identified should be considered the minimum.

10.12.22 With regard to the bat surveys of trees, results are stated to be valid for 12 months from date of survey. The surveys were undertaken in 2020. I am not of the opinion that update surveys are required for determination of the planning application, however, I would recommend that pre-construction update surveys of impacted trees identified as being suitable for roosting bats are undertaken (and confirmation made that no additional trees are now suitable). This should be included within the CEMP and conditioned.

Birds

10.12.23 Breeding barn owl (Schedule 1 species) were recorded in B2. I approve of the updated approach to mitigation i.e. a stand alone bat and barn owl mitigation structure.

10.12.24 B2 should only be demolished outside of the nesting bird season (March - August, inclusive), which must be preceded by an inspection by a licenced barn owl ecologist to ensure that the nest is not active. This should be included in the CEMP and secured by condition.

10.12.25 Ecological enhancements for birds are proposed including 6 No. tree hung bird boxes in trees in the ANRG, 6 No. integrated swift boxes and 6 No. swallow nest boxes. Given the number of units proposed this is not considered sufficient. I note this is a view supported in a representation made by Hampshire Swifts. It is the expectation that an average of one built in enhancement feature is provided per dwelling (from bird nesting, bat roosting or bee brick) – some dwellings may have more than one feature, others may not have any and the most suitable locations should be identified by the project ecologist. Integrated swift bricks are favoured and are in effect a ‘universal nest brick’ as they are readily used not just by Swifts by other species of bird, including Starling, House Sparrow, and Tits.

Hedgehog

10.12.26 The incorporation of signed 'hedgehog highways' through the development leaving 13cm x 13cm gaps in close board fencing is welcomed. I would request that the locations of these are included in an Ecological Mitigation and Enhancement plan (EMEP) to be conditioned.

Invertebrates

10.12.27 The inclusion of habitats for stag beetle including log pyramids in the ANRG is welcome from an ecological perspective. I would seek that these features are included on a plan or drawing, included in the EMEP to be conditioned and it be ensured that the landscape team are happy with this also.

10.12.28 The inclusion of bee bricks is welcomed. Please note comments above regarding provision of an average of one integrated enhancement feature per property. The landscaping scheme should support the inclusion of the bee bricks and be of value for pollinators.

10.12.29 The report states that the specification, location, and delivery of the ecological mitigation and enhancements will be detailed within the LEMP and/or an Ecological Mitigation and Enhancement plan, which can be secured by planning condition.

CEMP (Ecology)

10.12.30 A revised framework CEMP has been submitted. This now includes ecological information and the Council's Ecologist now considers the CEMP to be adequate. The ecological assessment work relies upon and requires delivery of a range of different construction mitigation to be delivered and secured via the CEMP. This includes but is not limited to measures relating to:

- Designated sites – best practice construction
- Badger – pre-construction survey, covering of excavations, lighting etc.
- Bats – working hours, mitigation licence appended, need for update surveys and construction lighting
- Birds – Timing of works and/or use of ECoW
- Birds – Barn owl, update survey alternative provision, timing of works etc
- Hedgehog mitigation measures for site preparation and construction

Biodiversity Net Gain (BNG)

10.12.31 Members will be aware that the recent Royal Assent of the 2021 Environment Act formally requires new developments to provide for biodiversity net gain for all housing developments (not just major schemes). Whilst secondary legislation is not yet in place it is considered that policy STR1 of the Development Plan can require a 10% improvement in biodiversity post development compared to pre-development and that this improvement should be secured over a minimum 30-year time horizon which will then be subject to Secretary of State extension of that time period potentially subject to regulations.

10.12.32 Any BNG that is secured must be managed and monitored to ensure its continued function over a minimum 30-year time frame. The regime for such management and monitoring will be subject to further consideration through the Section 106 Agreement and planning conditions. A biodiversity monitoring and

management plan will be critical to successful achievement and maintenance of BNG. This can be conditioned as per the ecologist's advice.

10.12.33 As well as land-based improvements to secure BNG such as trees, shrubs and grassland habitats, the dwellings themselves should also all be fitted with bird and batboxes prior to occupation. This can be secured by condition.

10.12.34 In summary, it is considered that the proposal can accord with both national legislation on BNG as well as local policy guidance on protection of species, subject to conditions and S106 requirements, monitoring and controls.

10.12.35 The future management of the ANRG and other public areas will be crucial to ensure long term ecological benefits are retained. This will be achieved via a combination of management plans to be submitted by condition, protection during construction works, and future maintenance and monitoring which will be secured by a Section 106 agreement.

10.13 Habitat Mitigation and recreational impact on protected areas and species

10.13.1 In accordance with the Conservation of Habitats and Species Regulations 2017 ('the Habitat Regulations') an Appropriate Assessment has been carried out as to whether granting permission would adversely affect the integrity of the New Forest and Solent Coast European sites, in view of that site's conservation objectives.

10.13.2 The Assessment concludes that the proposed development would, in combination with other developments, have an adverse effect due to the recreational impacts on the European sites.

10.13.3 The Strategic Site policy requires sufficient on site ANRG areas be provided to divert recreational trips away from protected areas. In this case there is a new dog walking and exercise area provided in the southern part of the ANRG site as well as further use of the area surrounding the SUDs basins which are to be provided with circular pathways.

10.13.4 It is considered the policy requirements for the current application site are fully met with the new ANRG area planned taken in combination with the improved linkages beyond the site. The future maintenance and management of these areas in perpetuity will form part of the Section 106 Agreement.

10.14 Nitrate neutrality and impact on the Solent SPA and SACs

10.14.1 There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. Natural England have now raised this with the Council and other Councils bordering the Solent catchment area and have raised objections to any new application which includes an element of new residential overnight accommodation unless nitrate neutrality can be achieved or adequate and effective mitigation is in place prior to any new dwelling being occupied.

10.14.2 To ensure that the proposal may proceed as sustainable development, there is a duty upon the local planning authority to ensure that sufficient mitigation is provided against any impacts which might arise upon the designated sites.

10.14.3 The Council has a policy in its Local Plan, which seeks to safeguard against any adverse impact and that suitable mitigation is in place to avoid any harmful impact on sites of importance for nature conservation. An Appropriate Assessment as required by Regulation 63 of the Habitat Regulations has been carried out, which

concludes that the proposed project would have an adverse effect due to the additional nitrate load on the Solent catchment. As the Competent Authority, NFDC consider that there needs to be a mitigation project to provide this development with a nitrate budget.

10.14.4 The nitrate budget for the proposed development has been calculated in accordance with the criteria set out within the most up to date calculator provided by Natural England. The applicant is understood to be in advanced negotiations with an approved nitrate offsetting mitigation scheme provider to purchase credits to the value of the nitrate budget.

10.14.5 To secure delivery of the nutrient mitigation, a Grampian style Condition can be imposed and a further Appropriate Assessment carried out on discharge of this condition.

10.15 Air Quality mitigation

10.15.1 The applicant has submitted a detailed air quality assessment (AQA - Ref: 784-B026780 28 July 2022) which models the potential impact on local air quality from different developmental scenarios. The impacts are assessed in terms of the potential impact from vehicle emissions from the operation of the proposed development (nitrogen dioxide and particulate matter) and construction operations (dust / particulate matter) on the local population.

10.15.2 The transport figures utilised in the assessment model were taken from the transport assessment accompanying the application with regards to future traffic flows, numbers and routes, noting that only one access route is now proposed to serve the development from/onto Everton Road.

10.15.3 The Council's EHO recognises that the submitted AQA also acknowledges the recently adopted '*New Forest District Council Air Quality Assessments in New Development SPD*' and, as required, references a number of mitigation measures (in Section 8.2 of the AQA) that if implemented should reduce the impact from the development on local air quality.

AQA - Construction phase

10.15.4 The AQA has utilised appropriate guidance in the assessment of the potential impact from dust and particulate matter associated with construction activities of the development of the proposed development. It is advised in the assessment that mitigation measures are required to reduce the impact at relevant sensitive locations to acceptable levels.

AQA - Operational phase (i.e. as an occupied residential development)

10.15.5 The assessment is considered to be appropriate in terms of model, guidance and input parameters utilised including identification of relevant receptors throughout the vicinity of the proposed development and access routes. It is noted the proposed mitigation measures do not include the installation of electric vehicle charging points however it is accepted that such a provision is a requirement via other planning requirements (i.e. local plan policy IMPL2 & Parking Standards SPD). Therefore in terms of the impact from the operation of the development the submitted air quality assessment, conclusions and proposed operational mitigation measures are accepted.

10.15.6 Whilst it is noted that mitigation measures are included as part of the submitted air quality assessment, it is recommended that an appropriate dust management plan (DMP) is submitted as part of a Construction Environmental Management Plan (CEMP) which is conditioned should the application be granted

and approved by the local planning authority. The DMP should follow relevant guidance and be site specific taking into account the layout and phasing elements of the development and review potential impacts on residents moving onto the development site whilst construction activities continue.

10.15.7 The Council's EHO concludes that the submitted AQA for the development (ref: 784-B026780 28 July 2022) appropriately assesses the potential impact of the proposals on local air quality in terms of the operation and construction phases of the development. The conclusions of the submitted AQA are agreed and the Council's EHO is content to raise no objection to the application, subject to an appropriately worded planning condition requiring a Construction Environmental Management Plan (CEMP), to be submitted to and approved in writing by the Local Planning Authority.

Air quality monitoring contribution

10.15.8 Policy ENV1 of the Local Plan Part 1 Strategy requires all new residential development to provide for air quality monitoring, management and mitigation. This is currently set at a flat rate fee of £91 per dwelling. The contribution will be used to ensure that impacts on international nature conservation sites are adequately mitigated, with a financial contribution required to put towards monitoring and, if necessary (based on future monitoring outcomes) managing or mitigating air quality effects within the New Forest SPA, SAC and Ramsar site.

10.15.9 There is potential for traffic-related nitrogen air pollution (including NO_x, nitrogen deposition and ammonia) to affect the internationally important Annex 1 habitats for which the New Forest SAC was designated, and by extension those of the other international designations.

10.15.10 Given the uncertainties in present data, a contribution is required to undertake ongoing monitoring of the effects of traffic emissions on sensitive locations. A monitoring strategy will be implemented to provide the earliest possible indication that the forms of nitrogen pollution discussed (including ammonia concentrations) are beginning to affect vegetation, so that, if necessary, measures can be taken to mitigate the impact and prevent an adverse effect on the integrity of the SAC habitats from occurring. The contribution can be collected via a S106 Agreement.

10.16 Flood risk, surface and foul water drainage

Flood Risk

10.16.1 The application is supported a site specific Flood Risk Assessment (FRA) and a Drainage Strategy (MJA Consulting, dated 17.08.22).

10.16.2 The Environment Agency's Flood Map for Planning shows the entirety of the site is located within Flood Zone 1. Areas in Flood Zone 1 are defined as having a low probability (< 0.1% annual exceedance probability) of river or sea flooding.

10.16.3 Surface water flood maps show low-risk of flooding in a number of small areas across the site. The remainder of the site is identified as not at risk of surface water flooding.

10.16.4 There are no waterbodies on site, but there are a number of ditches on the boundaries of the site. The nearest watercourse to the site is Danes Stream located approximately 700m to the west of the site, beyond the built-up areas of Hordle.

10.16.5 The FRA for the site concludes the proposed development would not be at risk of flooding and would not exacerbate flood risk elsewhere.

10.16.6 The NPPF (Paragraph 169) advises that Major developments should incorporate sustainable drainage systems (SuDS) unless there is clear evidence that this would be inappropriate. The systems used should:

- a) take account of advice from the lead local flood authority;
- b) have appropriate proposed minimum operational standards;
- c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
- d) where possible, provide multifunctional benefits.

10.16.7 The proposal duly incorporates SuDS within its Surface Water Drainage Strategy, all of which will be sized to manage the runoff from the 1 in 100 rainfall event (1% AEP), plus an additional 40% allowance for predicted future effects of climate change (in accordance with EA recommendations up to the year 2115). SuDS measures include swales/filter strips, permeable paving (tanked), attenuations pond(s)/basin(s) in the ANRG and underground storage tanks.

10.16.8 SuDS management and maintenance for all areas of shared permeable paving, the tanks and flow control chambers will be maintained by a management company, funded through an annual maintenance fee levied against all residents. The maintenance liability of private permeable driveways will be with the individual property owner. It is proposed that a SuDS plan will be provided to the residents to explain the inspection, de-silting and maintenance regime required to ensure the optimum operation of the surface water drainage system is continually maintained in perpetuity.

Environment Agency consultation response

10.16.9 The Environment Agency have provided a consultation response of:

'This application falls outside of our remit therefore we have no comments to make.'

Water supply

10.16.10 Mains water supply can be achieved for the site/development via the Bournemouth Water supply main located in Everton Road.

Foul water drainage

10.16.11 The foul water flows from each property will drain to a new gravity foul sewer located within the development road network. Foul drainage from the site will then connect via gravity to the existing Southern Water foul sewer within Everton Road, to the west of the site. The proposed development will be served by Pennington Wastewater Treatment Works (WwTWs).

10.16.12 A foul water pumping station will not be required. Southern Water have confirmed they can facilitate foul sewerage disposal to service the proposed development, subject a formal application for a connection to the public foul sewer to be made by the applicant or developer.

10.16.13 In these respects, it is concluded that the proposed development can be served with a satisfactory and appropriate method for foul water disposal.

Surface water drainage

10.16.14 The applicant has submitted a revised detailed surface water drainage

strategy for the development site (Drainage Layout ref: 6351-MJA-SW-XX-DR-C-001 P10, Existing Surface Water Ditch Network ref: 6351-MJA-SW-XX-DR-C-003 P1).

10.16.15 Hampshire County Council (HCC SWM) as Lead Local Flood Authority has provided comments in relation to the above application in their role as statutory consultee on surface water drainage for major developments. HCC SWM have commented as follows:

'In our previous response we asked for additional assessment to be undertaken on the potential ditch network within the site. This has been provided and shows that there are a number of ditches but no confirmed downstream linkage and a suspected lack of maintenance leading to reverse falls in places.

It is considered that there may be a suitable connection, but further investigation will be required before this can be confirmed.

An alternative discharge point has been proposed which utilises a short section of Southern Water surface water sewer before discharging into the nearby watercourse. Given this is a viable option and there is sufficient open space downstream to facilitate an alternative drainage proposal if required, we would not object to this application being granted providing that a suitably worded condition is provided to allow further investigation into the ditch network.'

10.16.16 HCC SWM have confirmed they are content with the submitted proposals for surface water drainage for the development, subject to a condition.

10.16.17 Southern Water have raised a concern with regard to the potential use of the short section of surface water sewer, identifying an increased risk of flooding if the proposed surface water runoff rates are to be discharged at proposed connection points. The applicant has been liaising with Southern Water to address this concern which it is considered can be satisfactorily addressed via an upgrade to the relevant section of SW sewer, to be facilitated and undertaken via a legal agreement between the applicant and Southern Water.

10.17 Archaeology and heritage considerations

Archaeology

10.17.1 The application is supported by a Geophysical Survey Report, an Archaeological Desk Based Assessment Report (DBA) (Terence O'Rourke 2021) and a Written Scheme of Investigation (WSI) for an Archaeological Evaluation of the site (Pre-Construct Archaeology Ltd (Winchester) February 2022) which forms a method statement for the archaeological evaluation.

10.17.2 The evaluation forms part of a staged process of determining the archaeological implications of a proposed housing development, comprising of the proposed residential area and associated green space.

10.17.3 The archaeological evaluation is required, in keeping with NPPF Chapter 16 and Local Plan Policy, by the Local Planning Authority (LPA) New Forest District Council in order to provide information toward understanding the archaeological implications of the proposed development and determining the subsequent treatment of archaeological resources within it. The archaeological and historical background of the Site was detailed in an archaeological desk-based assessment for the Site.

10.17.4 The NFNPA Archaeologist has assessed the submitted reports and provides the following consultation response:

'I have reviewed the submitted planning documents, DBA, geophysical survey report

and trenched evaluation report.

I agree with the findings of the archaeological investigation that there is a very low archaeological potential within the development site, since only undated former boundary or drainage ditches were uncovered during the evaluation.

Whilst the absence of other archaeological remains cannot be stated as a certainty, the archaeological potential, that is the potential to encounter remains which are as yet unrecorded, is low. Any encountered remains would likely be of limited significance, such as not to merit the burden of the imposition of an archaeological condition/s, if planning permission were to be granted.

No further archaeological investigation is recommended. I have no objections and/or conditions to this application.'

10.17.5 Consequently, it is concluded the proposed development would not adversely affect or otherwise harm archaeological heritage asset(s) within the site.

Other heritage considerations

10.17.6 The application site does not contain other assets of heritage value, however there are designated heritage assets within the near vicinity of the proposed development, as follows:

- April Cottage Everton Road – Grade II
- The War Memorial Everton Road – Grade II
- Box Cottage, 91, Everton Road – Grade II

10.17.7 The nearest part of the site to a designated asset is the south-eastern corner which has some proximity to Box Cottage. The element of the site which forms part of its setting, are the open fields at this end and to the east. Within the scheme this area is proposed as the public open space allocation and is to remain open in character and undeveloped. The Council's Conservation officer has assessed the proposals and considers the setting of Box Cottage will remain '*more or less unchanged*'. The Conservation officer notes there may be some small areas of intervisibility between the closest housing units. However, with mature hedge planting at such a distance, the impact on the buildings setting, and in turn its significance is negligible.

10.17.8 The Conservation officer concludes that the development will have limited impact on the setting of designated heritage assets, with any potential intervisibility being negligible and therefore would not amount to any harm being proposed to the local heritage assets.

10.17.9 The Conservation officer raises no concerns or objections regarding the proposal.

10.18 Impact on residential amenities of near neighbours, in terms of light, outlook and privacy

10.18.1 The application proposal is acceptable in principle, and the application site is an allocated Strategic Site within the adopted Local Plan 2016-2036 Part One: Planning Strategy. The quantum of development proposed, and the layout and general arrangement closely accords with the Concept Master Plan for the site allocation, with the residential element being located to the western end of the site and the ANRG to the east.

10.18.2 The residential element of the site is relatively self-contained and relationships with existing dwellings and uses where they are directly adjoining the

site have been carefully considered to ensure that distances, orientation and general relationships will not result in undue or adverse amenity impacts, such as overlooking or overshadowing.

10.18.3 Similarly, the proposed ANRG area is set some distance away from the closest existing neighbouring houses to the west and is separated by existing TPO protected mature trees and woodland along the western boundary extent of the site.

10.18.4 In these respects, it is considered the proposal accords with the provisions of local plan policy ENV3 which has regard to standards of amenity.

10.19 Affordable housing (AH) provision

10.19.1 In terms of the provision of affordable housing, as a strategic allocation in the Hordle area Local Plan Policy HOU2 establishes the requirement for a target of 50% of new homes to be affordable.

10.19.2 The scheme will provide 49 AH units (equating to 50%) with a tenure split of 17 social rented units, 23 shared ownership units and 9 affordable rent. The specific mix of AH dwelling types is set out in Table 2 of the applicant's Revised Affordable Housing Statement (August 2022).

10.19.3 The proposed tenure mix for the AH is amended from the fully policy compliant tenure mix set out within local plan policy HOU2 in the following respects:

10.19.4 The applicant proposes a policy compliant the number of social rented units (i.e. 17 units), however the number of shared ownership is increased from 15 to 23 and the number of affordable rent is reduced from 17 to 9. These changes to the tenure mix have been proposed by the applicant on the basis of viability.

10.19.5 Following an assessment of the proposed amended AH tenure mix by an independent AH viability assessment agency, the assessor has concluded, on balance, and noting that the developer is proposing to provide the full 50% AH (in quantum) that in terms of viability it would be reasonable for NFDC to accept these tenure amendments.

Distribution of affordable housing within the site

10.19.6 The Council's Housing Initiatives Manager has addressed the concerns raised by the Parish Council and in other representations with regard to the proposed distribution of the affordable housing units across the site, as follows:

'We have reviewed and considered the proposed layout for this scheme and confirm that we do not have any concerns with the distribution of the affordable housing across the development.'

The proposals intersperse the affordable housing for rent and shared ownership, to create a mix of tenures, which is then grouped in clusters located across the site.

When affordable housing forms part of larger scale residential development it is typically provided in clusters to help facilitate ongoing effective and efficient housing management and maintenance.

With respect to policy HOU2 we would expect the appearance of the affordable housing to reflect that of the private residential units to ensure that there is no visual distinction between the two.'

10.20 Schools and Education contributions

10.20.1 HCC as Local Education Authority have requested a financial contribution (to be secured via a Section 106 legal agreement) of £365,747 based on the provision of 1 teaching space at a pro-rata cost to accommodate the pupils from this development.

10.20.2 The requested contribution would be towards the expansion of Hordle CE Primary School, Ashley Infant and Junior Schools or New Milton Infant and Junior Schools. These contributions are deemed necessary as without such expansion they will not be able to accommodate the children from the development.

10.20.3 The level of contribution being sought is based on the number of additional classroom(s) required to accommodate these children at the schools and therefore is fairly and reasonably related in scale and kind to the development. This information is supported by the County Council's '*Planning for School Places Guidance Document*' which sets out the methodology for assessing the impact of development on education infrastructure.

10.20.4 No contribution is being sought by HCC for secondary provision, due to existing capacity at The Arnewood School.

10.20.5 Developer contributions for education are secured by means of conditions attached to planning permission, a planning obligation under Section 106 of The Town and Country Planning Act 1990, or the Community Infrastructure Levy (CIL).

10.20.6 A Section 106 planning obligation which secures a contribution directly payable to the local authority for education though a planning obligation must comply with the following legal tests set out in the CIL Regulations, requiring it to be:

1. Necessary to make the development acceptable in planning terms
2. Directly related to the development
3. Fairly and reasonably related in scale and kind to the development

10.20.7 Having considered the evidence and justification put forward by HCC in their request for a financial contribution, the level of contributions being sought is based on the number of additional classrooms required to accommodate these children at the schools and is therefore considered in this case to be fairly and reasonably related in scale and kind to the development, and to in all other respects meet the three legal tests set out above.

10.21 S106 legal agreement contributions and Heads of Terms in the event of an approval

10.21.1 Following assessment of this application and taking into consideration the requirements as set out in the Local Plan and Infrastructure Development Plan the following are the proposed Heads of Terms for a Section 106 Obligation/Agreement.

10.21.2 The Agreement will need to be completed prior to the issue of any planning permission:

10.21.3 Affordable Housing (AH) - 49 units (equating to 50%) with a tenure split of 17 social rented units, 23 shared ownership units and 9 affordable rent. Phasing delivery of units to be agreed, and long-term retention as AH.

10.21.4 Education - financial contribution of £365,747. This is towards the expansion of Hordle CE Primary School, Ashley Infant and Junior Schools or New Milton Infant and Junior Schools, based on the provision of 1 teaching space at a pro-rata cost to accommodate the pupils from this development. This contribution would be payable

prior to commencement to Hampshire CC.

Recreational Habitat Mitigation

10.21.5 Infrastructure - none as provided on site

10.21.6 Habitat Mitigation - (Provision as detailed below):

10.21.7 Non-Infrastructure Habitat Mitigation - (Access Management & Monitoring)

Total = £68,477.00

Based on the following formula

12 x 1 bed (£415 x 12) = £4,980

35 x 2 bed (£589 x 35) = £20,615

38 x 3 bed (£813 x 38) = £30,894

12 x 4 bed (£999 x 12) = £11,988

10.21.8 Bird Aware Solent contributions Total = £62,683.00

Based on the following formula

12 x 1 bed (£390 x 12) = £4,680

35 x 2 bed (£563 x 35) = £19,705

38 x 3 bed (£735 x 38) = £27,930

12 x 4 bed (£864 x 12) = £10,368

To be paid to Council prior to commencement of development.

10.21.9 Air Quality Monitoring contribution:

Contribution required of £91 per dwelling - To be paid to the Council prior to the commencement of development. Total = £8,827.00

10.21.10 Biodiversity net gain (BNG) implementation and monitoring contribution:

- Implement in full the agreed monitoring and management plan
- 30 year Monitoring the management and maintenance of BNG
- An Index linked monitoring contribution to be paid to the Council

10.21.11 ANRG provisions (Management and maintenance of ANRG):

- The completion of, and provision of all informal ANRG areas prior to first occupation
- Public access to such areas in perpetuity
- The management and maintenance of all ANRG areas
- Management company to be in place prior to first occupation
- Default provisions in the event of management company failure

- Management company set up funding

10.21.12 POS provisions (Management and maintenance of POS including play areas, and public access):

- The completion of all informal POS areas and equipment/street furniture prior to phased occupation
- The completion of the main LEAP play area prior to first occupation of any dwelling
- Public access to all POS and play areas in perpetuity
- The management and maintenance of all POS areas
- Management company to be in place prior to first occupation
- Provisions relating to failure of management company and its replacement.

10.21.13 Travel Plan Contribution to HCC for bond, monitoring fees and approval fees to be paid on completion of agreement.

10.21.14 Private road management (On Site highway estate roads, footpaths, drainage and street lighting):

- Prior to first occupation or in accordance with phasing plan condition of planning permission.
- Works have been carried out and are fit for purpose.
- Setting up of a private management company to maintain all on site highway
- Provision to include potential failure of management company and setting up of new company.
- Provision of bond to secure any necessary remedial works that may be required

10.21.15 S106 Monitoring charges - The following will apply to the development:

- Recreational mitigation contributions £750
- Affordable Housing £750
- Recreational Habitat Mitigation including on site alternative natural recreational green space £10,700
- Biodiversity Net Gain £4,625
- Public Open Space (formal, informal, play area and landscaping) £6,075

10.21.16 Surface water drainage features (Management and maintenance of all surface water drainage features on site):

- Management company to be set up prior to first occupation
- Provisions in event of failure of management company

10.21.17 As part of the development, subject to any relief being granted the following amount Community Infrastructure Levy will be payable:

Type	Proposed Floorspace (sq/m)	Existing Floorspace (sq/m)	Net Floorspace (sq/m)	Chargeable Floorspace (sq/m)	Rate	Total
Dwelling houses	5620.73	0	5620.73	5620.73	£80/sqm	£574,179.19 *
Social Housing	4488.7	0	4488.7	4488.7	£80/sqm	£427,891.82 *

Subtotal:	£1,002,071.01
Relief:	£427,891.82
Total Payable:	£574,179.19

11 CONCLUSION AND PLANNING BALANCE

11.1 The site forms part of allocated site SS9 in the Local Plan which establishes the principle of development on the application site. The site now lies within the established settlement boundary of Hordle.

11.2 The initial submission led to objections from officers and a number of consultees and other interested parties on a number of points. These objections have now been largely overcome to the extent to allow a positive recommendation on all matters including the level and tenure of affordable housing.

11.3 The proposal as amended is now considered to be generally accordant with Local Plan policy and national guidance, it creates an attractive scheme releasing much needed housing including affordable housing, and other public benefits and contains within it a number of environmental benefits such as the securing of land for ANRG purposes as well as securing biodiversity net gain (BNG).

11.4 Notwithstanding some remaining concerns from Hordle Parish Council and other objections from interested parties, the merits and benefits of the proposed development in this case are considered such that the overall planning balance is one of approval subject to a S106 Obligation/Agreement to achieve the contributions and other benefits set out above and the planning conditions as set out below.

12 RECOMMENDATION

Delegated Authority be given to the Executive Head for Planning, Regeneration and Economy to **GRANT PERMISSION** subject to:

i) the completion of a planning obligation entered into by way of a Section 106 Agreement to secure the following contributions (subject to indexation) and other benefits:

- **Affordable Housing (AH)** - 49 units (equating to 50%) with a tenure split of 17 social rented units, 23 shared ownership units and 9 affordable rent. Phasing delivery of units to be agreed, and long-term retention as AH.
- **Education** - financial contribution of **£365,747**. This is towards the expansion of Hordle CE Primary School, Ashley Infant and Junior Schools or New Milton Infant and Junior Schools, based on the provision of 1 teaching space at a pro-rata cost to accommodate the pupils from this development. This contribution would be payable prior to commencement to Hampshire CC.
- **Recreational Habitat Mitigation:**
 - Infrastructure - none as provided on site
 - Habitat Mitigation (Provision)
 - Non-Infrastructure Habitat Mitigation (Access Management & Monitoring) Total = £68,477.00
 - Bird Aware Solent contributions Total = £62,683.00
(To be paid to Council prior to commencement of development.)
- **Air Quality Monitoring contribution**
 - Contribution required of £91 per dwelling - To be paid to the Council prior to the commencement of development. Total = £8,827.00
- **Biodiversity net gain (BNG) implementation and monitoring contribution**
 - Implement in full the agreed monitoring and management plan
 - 30 year Monitoring the management and maintenance of BNG
 - An Index linked monitoring contribution to be paid to the Council
- **ANRG provisions (Management and maintenance of ANRG):**
 - The completion of, and provision of all informal ANRG areas prior to first occupation
 - Public access to such areas in perpetuity
 - The management and maintenance of all ANRG areas
 - Management company to be in place prior to first occupation
 - Default provisions in the event of management company failure
 - Management company set up funding
- **POS provisions (Management and maintenance of POS including play areas, and public access)**
 - The completion of all informal POS areas and equipment/street furniture prior to phased occupation
 - The completion of the main LEAP play area prior to first occupation of any dwelling
 - Public access to all POS and play areas in perpetuity
 - The management and maintenance of all POS areas

- Management company to be in place prior to first occupation
 - Provisions relating to failure of management company and its replacement.
 - Travel Plan Contribution to HCC for bond, monitoring fees and approval fees to be paid on completion of agreement.
 - **Private road management (On Site highway estate roads, footpaths, drainage and street lighting)**
 - Prior to first occupation or in accordance with phasing plan condition of planning permission.
 - Works have been carried out and are fit for purpose.
 - Setting up of a private management company to maintain all on site highway
 - Provision to include potential failure of management company and setting up of new company
 - Provision of bond to secure any necessary remedial works that may be required
 - **S106 Monitoring charges - The following will apply to the development:**
 - Recreational mitigation contributions £750
 - Affordable Housing £750
 - Recreational Habitat Mitigation including on site alternative natural recreational green space £10,700
 - Biodiversity Net Gain £4,625
 - Public Open Space (formal, informal, play area and landscaping) £6,075
 - **Surface water drainage features (Management and maintenance of all surface water drainage features on site)**
 - Management company to be set up prior to first occupation
 - Provisions in event of failure of management company
- ii) Delegated authority be given to the Executive Head of Planning, Regeneration and Economy to include the conditions as set out in this report together with any further additions, and amendments to conditions as appropriate.

Proposed Conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development permitted shall be carried out in accordance with the following approved plans:

Single Garage Floor Plans and Elevations BARG200525 GAR.01.pe Rev B
02/11/2022

Double Garage Floor Plans and Elevations BARG200525 GAR.02.pe Rev B
02/11/2022

Block A. Plots 1-6 Elevations BARG200525 BLK-A.e1 Rev C 02/11/2022

Plots 48-51 (HT.1BM) Floor Plans BARG200525 P.48-51.p Rev
B02/11/2022

Plots 20-23 (HT.1BM) Floor Plans BARG200525 P.20-23.p Rev
B02/11/2022

House Type G Option 1 Floor Plans and Elevations BARG200525
HT.G-1.pe Rev C 02/11/2022

Affordable Housing Layout BARG200525-AHL.01 Rev G 12/09/2022

Boundary Materials Layout BARG200525-BML.01 Rev G 12/09/2022

Dwelling Materials Layout BARG200525-DML.01 Rev G 12/09/2022

Parking Strategy Layout BARG200525-PSL.01 Rev G 12/09/2022

Refuse Strategy Layout BARG200525-RSL.01 Rev G 12/09/2022

Site Layout BARG200525-SL.01 Rev K 12/09/2022

Tree Protection Plan 20209-6 12/09/2022

Landscape Proposals 2249-TFC-00-00-DR-L-1001 Rev. P05
12/09/2022

Alternative Natural Recreational Greenspace (ANRG) 2249-TFC-00-00-
DR-L-1007 Rev. P07 12/09/2022

Landscape Proposals 2249-TF-XX-00-DR-L-1002 Rev. P04 18/08/2022

Landscape Proposals 2249-TF-00-00-DR-L-1003 Rev. P04 18/08/2022

Landscape Proposals 2249-TF-00-00-DR-L-1004 Rev P.04 18/08/2022

Landscape Proposals 2249-TF-XX-00-DR-L-1005 Rev. P04
18/08/2022

Landscape Proposals 2249-TF-00-00-DR-L-1006 Rev. P04 18/08/2022

Drainage Layout 6351-MJA-SW-XX-DR-C-001 Rev P10 18/08/2022

Levels Layout 6351-MJA-SW-XX-DR-C-002 Rev P4 18/08/2022

Existing surface water ditch network 6351-MJA-SW-XX-DR-C-003 Rev
P2 18/08/2022

Longitudinal Sections 6351-MJA-SW-XX-DR-C-100 Rev P2
18/08/2022

External Works Layout 6351-MJA-SW-XX-DR-C-400 Rev P3
18/08/2022

Road Dimensions & Visibility 6351-MJA-SW-XX-DR-C-503 Rev P3
18/08/2022

Pedestrian Crossing Visibility 6351-MJA-SW-XX-DR-C-504 Rev P2
18/08/2022

Block A. Plots 1-6 Elevations BARG200525-BLK-A.e2 Rev B
18/08/2022

Block A. Plots 1-6 Floor Plans BARG200525-BLK-A.p1 Rev B
18/08/2022

Block A. Plots 1-6 Floor Plans BARG200525-BLK-A.p2 Rev B
18/08/2022

Block A. Plots 1-6 Floor Plans BARG200525-BLK-A.p3 Rev B
18/08/2022

Proposed Access Arrangements from Everton Road ITB16122-GA.008
Rev J 15/07/2022

Potential Construction Access Arrangement ITB16122-GA.022 Rev F
15/07/2022

Potential Pedestrian/Cycle Access Arrangement ITB16122-GA.024 Rev D
15/07/2022

Potential Pedestrian/Cycle Access to Open Space ITB16122-GA.025 Rev D
15/07/2022

Location plan BARG200525-LP.01 Rev A 24/12/2021

Public Open Space Layout BARG200525-POSL.01 Rev P3 15/07/2022

Block B. Plots 81-87 Elevations BARG200525-BLK-B.e1 Rev A
15/07/2022

Block B. Plots 81-87 Elevations BARG200525-BLK-B.e2 Rev A
15/07/2022

Block B. Plots 81-87 Elevations BARG200525-BLK-B.e3 Rev A
15/07/2022

Block B. Plots 81-87 Floor Plans BARG200525-BLK-B.p1 Rev A
15/07/2022

Block B. Plots 81-87 Floor Plans BARG200525-BLK-B.p2 Rev A
15/07/2022

Block B. Plots 81-87 Floor Plans BARG200525-BLK-B.p3 Rev A
15/07/2022

Electric Sub-Station Floor Plans and Elevations BARG200525-ESS.01.pe
Rev A 24/12/2021

House Type 2B (2 Block) Floor Plans and Elevations BARG200525-
HT.2B(2blk).pe Rev B 15/07/2022

House Type 2BFOG - Option 1 Floor Plans and Elevations
BARG200525-HT.2BFOG.1.pe Rev B 15/07/2022

House Type 3B (2 Block) Elevations BARG200525-HT.3B (2blk).e Rev
B 15/07/2022

House Type 3B (2 Block) Floor Plans BARG200525-HT.3B (2blk).p Rev
B 15/07/2022

House Type 4B Floor Plans and Elevations BARG200525-HT.3B.pe Rev B
15/07/2022

House Type A-A Floor Plans and Elevations BARG2005-25-HT.A-A.e
Rev P1 15/07/2022

House Type B (2 Block) Elevations BARG200525-HT.B (2blk).e Rev A
15/07/2022

House Type B (2 Block) Floor Plans BARG200525-HT.B (2Blk).p Rev A
15/07/2022

House Type B 3 Block Elevations BARG200525-HT.B (3BLK).e Rev B
15/07/2022

House Type B 3 Block Floor Plan BARG200525-HT (3Blk).p Rev B
15/07/2022

House Type C (2Block) Elevations BARG200525-HT.C (2Blk).e Rev C
15/07/2022

House Type C (2 Block) Floor Plans BARG200525-HT.C (2Blk).p Rev
C 15/07/2022

House Type D Variation A Floor Plans and Elevations BARG200525-
HT.D-A.pe Rev B 15/07/2022

House Type D Option 1 Floor Plans and Elevations BARG200525-
HT.D-1.e Rev B 15/07/2022

House Type F Floor Plans and Elevations BARG200525-HT.F.e Rev B
15/07/2022

House Type G Option 2 Floor Plans and Elevations BARG200525-
HT.G-2.pe Rev B 15/07/2022

House Type G-A Floor Plans and Elevations BARG200525-HT.G-A.pe
Rev A 15/07/2022

House Type H Floor Plans and Elevations BARG200525-HT.H.pe Rev B
15/07/2022

House Type J Elevations BARG200525-HT.J.e Rev B 15/07/2022

House Type J Floor Plans BARG200525-HT.J.p Rev B 15/07/2022

Plots 10-11 (HTC) Elevations BARG200525-P.10-11.e Rev A

15/07/2022		
Plots 10-11 (HTC) Floor Plans	BARG200525-P.10-11.p	Rev B
15/07/2022		
Plots 12-14 (HT.B-C, HT.C) Elevations	BARG200525-P.12-14.e	Rev A
15/07/2022		
Plots 12-14 (HT.B-C, HT.C) Floor Plans	BARG200525-P.12-14.pe	Rev A
15/07/2022		
Plots 17-19 (HT.2B) Elevations	BARG200525-P.17-19.e	Rev A
15/07/2022		
Plots 17-19 (HT.2B) Floor Plans	BARG200525-P.17-19.p	Rev A
15/07/2022		
Plots 20-23 (HT.1BM) Elevations	BARG200525-P.20-23.e	Rev A
15/07/2022		
Plots 25-27 (HT.3B) Elevations	BARG200525-P.25-27.e	Rev A
15/07/2022		
Plots 25-27 (HT 3B) Floor Plans	BARG200525-P.25-27.p	Rev A
15/07/2022		
Plots 44-45 (HT.B-C, HT.C) Floor Plans and Elevations	BARG200525-P.44-45.pe	Rev A
15/07/2022		
Plots 46-47 (HT.3B-A) Elevations	BARG200525-P.46-47.e	Rev A
15/07/2022		
Plots 46-47 (HT.3B-A) Floor Plans	BARG200525-P.46-47.p	Rev A
15/07/2022		
Plots 48-51 (HT.1BM) Elevations	BARG200525-P.48-51.e	Rev A
15/07/2022		
Plots 52-53 (HT.3B, HT.3B-A) Elevations	BARG200525-P.52-53.e	Rev A
15/07/2022		
Plots 52-53 (HT.3B, HT.3B-A) Floor Plans	BARG200525-P.52-53.p	Rev A
15/07/2022		
Plot 69 (HT 2BFOG) Floor Plans and Elevations	BARG200525-P.69.pe	Rev A
15/07/2022		
Plots 7-8 (HT.3B-A HT.3B-A) Elevations	BARG200525-P.7-8.e	Rev A
15/07/2022		
Plots 7-8 (HT.3B-A, HT.3B-A) Floor Plans	BARG200525-P.7-8.p	Rev A
15/07/2022		
Plots 71-72_73-74 (HT2B) Elevations	BARG200525-P.71-72_73-74.e	Rev A
15/07/2022		
Plots 71-72_73-74 (HT2B) Floor Plans	BARG200525-P.71-72_73-74.p	Rev A
15/07/2022		
Plots 75-76 (HT.3B) Elevations	BARG200525-P.75-76.e	Rev A
15/07/2022		
Plots 75-76 (HT 3B) Floor Plans	BARG200525-P.75-76.p	Rev A
15/07/2022		
Plots 78-79 (HT.B-C, HT.C) Elevations	BARG200525-P.78-79.e	Rev A
15/07/2022		
Plots 78-79 (HT.B-C, HT.C) Floor Plans	BARG200525-P.78-79.p	Rev A
15/07/2022		
Plots 88-89 (HT.3B-B HT.2B) Elevations	BARG200525-P.88-89.e	Rev A
15/07/2022		
Plots 88-89 (HT.3B-B - HT.2B) Floor Plans	BARG200525-P.88-89.p	Rev A
15/07/2022		
Plots 92-94 (HT.B - HT.A) Elevations	BARG200525-P.92-94.e	Rev A
15/07/2022		
Plots 92-94 (HT.B - HT.A) Floor Plans	BARG200525-P.92-94.p	Rev A
15/07/2022		
Plots 97 (HT.2BFOG) Floor Plans and Elevations	BARG200525-P.97.pe	Rev A
15/07/2022		

Timber Shed Floor Plans and Elevations BARG200525-SHD-01.pe Rev B
15/07/2022
Existing Site Layout BARG200525-eSL.01 Rev A 24/12/2021
Coloured Site Layout BARG200525-CSL.01 Rev G 26/07/2022
Street Elevations Sheet 1 of 2 BARG200525 SE.01 Rev D 02/11/2022
Street Elevations Sheet 2 of 2 BARG200525 SE.02 Rev C 02/11/2022
Coloured Street Elevations Sheet 1 of 2 BARG200525-CSE.01 Rev C
15/07/2022
Coloured Street Elevations Sheet 2 of 2 BARG200525-CSE.02 Rev B
15/07/2022
Refuse Vehicle Tracking Layout 6351-MJA-SW-XX-DR-C-500 Rev P5
18/08/2022
Fire Appliance Tracking Layout 6351-MJA-SW-XX-DR-C-501 Rev P5
18/08/2022
Estate Car Tracking Layout 6351-MJA-SW-XX-DR-C-502 P6 22/11/2022

Reason: To ensure satisfactory provision of the development.

3. Prior to the commencement of development a scheme detailing the phasing of the development, including all infrastructure (green infrastructure, drainage works, highway works, services), shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved phasing details unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development is fully completed in an acceptable timetable and in accordance with the approved plans.

4. Prior to construction (including any demolition works) commencing on the site, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following details:
 - Development contacts, roles, and responsibilities
 - Public communication strategy, including a complaints procedure.
 - Dust Management Plan (DMP) including suppression, mitigation and avoidance measures to control dust.
 - Noise reduction measures, including use of acoustic screens and enclosures, the type of equipment to be used and their hours of operation.
 - Use of fences and barriers to protect adjacent land, properties, footpaths, and highways.
 - The parking of site operatives and visitors' vehicles.
 - Loading and unloading of plant and materials.
 - Management of construction traffic and access routes.
 - Storage of plant and materials used in constructing the development.
 - Wheel washing facilities.
 - Measures to control light spill and glare from any floodlighting and security lighting installed.
 - Pest control
 - a methodology for ensuring that, where viable, minerals recovered during the development operations are put to beneficial use; and

- a method to record the quantity of recovered mineral (re-use on site or off site) and to report this data to the Mineral Planning Authority

The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction. The development shall only be carried out in accordance with the CEMP so approved.

Reason: To comply with Local Plan policies STR1 and ENV3

5. Prior to the commencement of any part of the development, a detailed landscape masterplan and all final landscape details (planting and hard landscape, and all boundary details), shall be submitted to and agreed in writing with the LPA.

Notwithstanding details already submitted, such plans and details shall show all new planting of shrubs, hedgerows and trees (to include details of species, size, spacing and location, and the means to provide for watering and future establishment and maintenance for tree planting), including any necessary tree pits or root barrier systems. The plan shall show all streetlights, pipe ways and other underground service details in proximity to tree planting.

The landscape masterplan shall include a detailed phasing plan for all landscape works. Details will include all planting schedules, quantities, densities, sizes, mulching and irrigation features as well as hard landscape details for boundary treatments, surfaces and features.

Reason: In the interests of the appearance and character of the development and area and to comply with New Forest Local Plan policy ENV3

6. The hard and soft landscaping details as agreed shall be fully implemented and maintained in accordance with the agreed landscape masterplan and any agreed phasing of those works. Planting works, if delayed, should be completed in the first available planting season (October-March). If any planted areas fail or trees and shrubs die or become damaged or diseased within 5 years of planting, they shall be replaced with the same species (unless a written variation has been agreed beforehand with the LPA) in the next available planting season.

Following such an initial establishment period, all planting, shall then be maintained in accordance with the long-term landscape and maintenance provisions approved as part of this permission, including any relevant clauses set out in the accompanying Section 106 Agreement attached to this permission.

Reason: In the interests of the appearance and character of the development and area and to comply with New Forest Local Plan policy ENV3

7. Unless otherwise agreed at the pre-start commencement meeting with the Council's Tree officer (and confirmed in writing by the local planning authority), the trees and hedgerows on the site which are shown to be retained on the approved plans shall be protected during all site clearance, demolition and building works in accordance with the measures set out in the submitted Arboricultural Assessment and Method Statement Barrell Tree Consultancy ref 20209-AA4-CA, dated 13th July 2022 and the Tree Protection Plan ref 20209-6 submitted 12th September 2022.

Reason: To safeguard trees and natural features which are important to the visual amenities of the area.

8. No development, demolition or site clearance shall take place until the following information has been submitted and agreed to in writing with the Local Planning Authority:
- A method statement and engineering drawings for the installation of new hard surfaced areas within the root protection areas of retained trees, and
 - A method statement for the installation of services within the root protection areas of the trees.

Development shall only take place in accordance with these approved details.

Reason: To safeguard trees and natural features which are important to the visual amenities of the area.

9. Prior to the commencement of works (including site clearance, demolition and construction works) 3 working days' notice shall be given to the Local Planning Authority Tree Officer to attend the pre-commencement site meeting as specified within the submitted Barrell Tree Consultancy Manual for Managing Trees on Development Sites V2 .1 SGN 1 : Monitoring tree protection to inspect all tree protection measures and confirm that they have been installed to provide sufficient protection for the retained trees on site.

Reason: To safeguard trees and natural features which are important to the visual amenities of the area.

10. The development shall be completed in accordance with the Biodiversity Net Gain (BNG) Monitoring and Management Plan prior to the occupation of the last dwelling on the site.

Reason: In the interests of the protection of ecological assets on site and their continued protection and enhancement in accordance with Local Plan policies STR1, ENV3 and DM2

11. Prior to commencement of development above slab level of any of the dwellings, a scheme for the provision and placement of bird and bat boxes and swallow bricks shall be submitted to and agreed in writing with the LPA. Development shall be carried out in accordance with the details thereby

agreed, shall be completed prior to occupation of the associated dwelling and shall be maintained as such thereafter.

Reason: In the interests of increasing biodiversity on the site in accordance with Local Plan policies STR1, ENV3 and DM2

12. The development hereby permitted shall not be occupied until:

(a) A water efficiency calculation in accordance with the Government's National Calculation Methodology for assessing water efficiency in new dwellings has been undertaken which demonstrates that no more than 110 litres of water per person per day shall be consumed within the development, and this calculation has been submitted to, and approved in writing by, the Local Planning Authority; all measures necessary to meet the agreed waste water efficiency calculation must be installed before first occupation and retained thereafter; and

(b) A mitigation package addressing the additional nutrient input arising from the development has been submitted to, and approved in writing by, the Local Planning Authority. Such mitigation package shall address all of the additional nutrient load imposed on protected European Sites by the development when fully occupied and shall allow the Local Planning Authority to ascertain on the basis of the best available scientific evidence that such additional nutrient loading will not have an adverse effect on the integrity of the protected European Sites, having regard to the conservation objectives for those sites; and

(c) The mitigation package shall include a timetable for implementation and measures for retention and maintenance of that mitigation package, which shall thereafter be implemented.

Reason: There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. To ensure that the proposal may proceed as sustainable development, there is a duty upon the local planning authority to ensure that sufficient mitigation for is provided against any impacts which might arise upon the designated sites. In coming to this decision, the Council have had regard to Regulation 63 of the Conservation of Habitats and Species Regulations 2017.

13. Prior to the commencement of development a detailed specification of all new play equipment and street furniture to be provided within the main LEAP and within the site including any facilities such as benches, bins, interpretation boards in connection with ANRG or POS areas, shall be submitted to and agreed in writing with the LPA. There shall be a minimum

of one ANRG board in a position to be agreed with the LPA.

The details and facilities as may be agreed shall be provided and made available for use prior to the first dwelling being occupied or in line with a phasing plan of provision to be agreed as part of this condition. All play equipment and street furniture, and other facilities in connection with the use of the ANRG shall be maintained and kept available for the public use in perpetuity.

Reason: In the interests of the proper provision, design and retention of play facilities and other public and ecological interest areas to serve the development in accordance with saved Core Strategy policy CS7 and Local Plan Policies ENV 3 and ENV13

14. No development shall begin until a detailed surface water drainage scheme for the site has been submitted and approved in writing by the Local Planning Authority. The submitted details shall include:

- a. A technical summary highlighting any changes to the design from that within the approved Flood Risk Assessment.
- b. Detailed drainage plans to include type, layout and dimensions of drainage features including references to link to the drainage calculations.
- c. Detailed drainage calculations to demonstrate existing runoff rates are not exceeded and there is sufficient attenuation for storm events up to and including 1:100 plus climate change.
- d. Confirmation that sufficient water quality measures have been included to satisfy the methodology in the Ciria SuDS Manual C753.
- e. Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria.

Reason: To ensure an adequate drainage system and to prevent and minimise flood risk

15. Prior to the commencement of any works above slab level of any of the dwellings hereby permitted a full schedule of materials (including manufacturer names, type and colour) to be used on all dwellings based on the approved plans i.e. facing bricks, wall renders, weatherboarding, tile hanging including finish and colours, roofing materials, eaves boards, ridge tiles, fences and walls (with typical elevation sections including straights and where there are changes in alignment supplied for both including any coping details, decorative brickwork and piers etc.), shall be submitted to and agreed in writing with the LPA. The development shall be completed in accordance with the details as may be agreed, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of the appearance and character of the development and to comply with New Forest Local Plan policy ENV3

16. Prior to the commencement of any works above slab level of any of the dwellings hereby permitted the material and colours of all new windows with typical joinery and reveal details, external doors, garage doors, and rooflights (including flashings to be used with flush fitting preferred) shall be

submitted to and agreed in writing with the LPA together with the details of opening of windows with all windows to be sash or casement rather than top hung except for fanlights. The development shall be completed in accordance with the details as may be agreed, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of the appearance and character of the development and to comply with New Forest Local Plan policy ENV3

17. Prior to the commencement of any works above slab level of any of the dwellings hereby permitted details of all rainwater goods, soil and vent pipes, ridge flues and meter boxes (including their position on the building and intended colour finish), shall be submitted to and agreed in writing with the LPA. The development shall be completed in accordance with the details as may be agreed, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of the appearance and character of the development and to comply with New Forest Local Plan policy ENV3.

18. Prior to the installation of any street lighting or lighting to be placed on the dwellings hereby permitted such details (including the design of lanterns and lighting standards and the lux levels of lighting) shall be submitted to and agreed in writing with the LPA. No other street lighting or on building lighting shall be erected including any security lighting without the further written approval of the LPA.

Any lighting installed shall not exceed the following maximum values of vertical illuminance at the facade of any residential premises in accordance with Environmental Zone E2: 5 lux pre-curfew (07:00-23:00hrs) and 1 lux post-curfew (23:00- 07:00hrs) in accordance with Guidance Notes for the Reduction of Obtrusive Light (GN01:2020) by the Institute of Lighting Professionals (ILP).

Reason: To promote an acceptable and light sensitive means of site and street lighting in the interests of good design, residential amenity, wildlife protection, and so as to promote dark skies and to accord with Local Plan policy ENV3.

19. Prior to first occupation, the means of vehicular access to the site and associated works shall be constructed in accordance with the approved plans (ITB16122-GA-008 Rev J, ITB16122-GA-022 Rev F) and no structure, erection or planting exceeding 600mm in height shall thereafter be placed within the visibility splays shown on the approved plans.

Reason: In the interest of highway safety and in accordance with Policy ENV3 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park.

20. Prior to the occupation of each dwelling, the associated areas for access, and turning for that plot shall be constructed and provided in accordance with the approved plans, or alternatively in accordance with any phasing agreement with the LPA, shall be constructed and hard surfaced and thereafter retained, maintained and kept available for the occupants of the development at all times.
- Reason: In the interest of highway safety and in accordance with Policy ENV3 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park.
21. Before the occupation of the associated dwelling hereby approved, the cycle store for that dwelling shall be erected as shown on the approved plans and thereafter retained, maintained and kept available for the occupants of the development at all times.
- Reason: To promote sustainable mode of travel and in accordance with Policy ENV3 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park.
22. All car parking spaces and garages shall be completed and made available for use prior to the occupation of the dwelling to which those parking facilities relate and shall be maintained as such thereafter. Notwithstanding the provisions of the Town and Country General Permitted Development Order 1995 as amended, or any new re-enactment, the garages hereby approved (whether integral or as outbuildings/extensions to the dwelling) shall be kept available for the parking of private motor vehicles.
- Reason: To ensure a reasonable and adequate level of parking is retained for the dwellings hereby permitted and to prevent ad hoc parking on pavements, cycle/footways and verges in the interests of highway safety for both pedestrians and vehicles.
23. All works and ancillary operations in connection with the construction of the development, including the use of any equipment or deliveries to the site, shall be carried out only between 0800 hours and 1800 hours on Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays and at no time on Sundays, Bank Holidays or Public Holidays.
- Reason: In the interests of amenity and in accordance with policy ENV3 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside the New Forest National Park.
24. Prior to the occupation of the associated dwelling hereby approved, provision shall be made for infrastructure and facilities to enable the installation of charging point(s) for electric vehicles in accordance with the approved plans.
- Reason: In the interests of sustainability and to ensure that opportunities for the provision of electrical charging points are maximised in accordance with policy expectations.

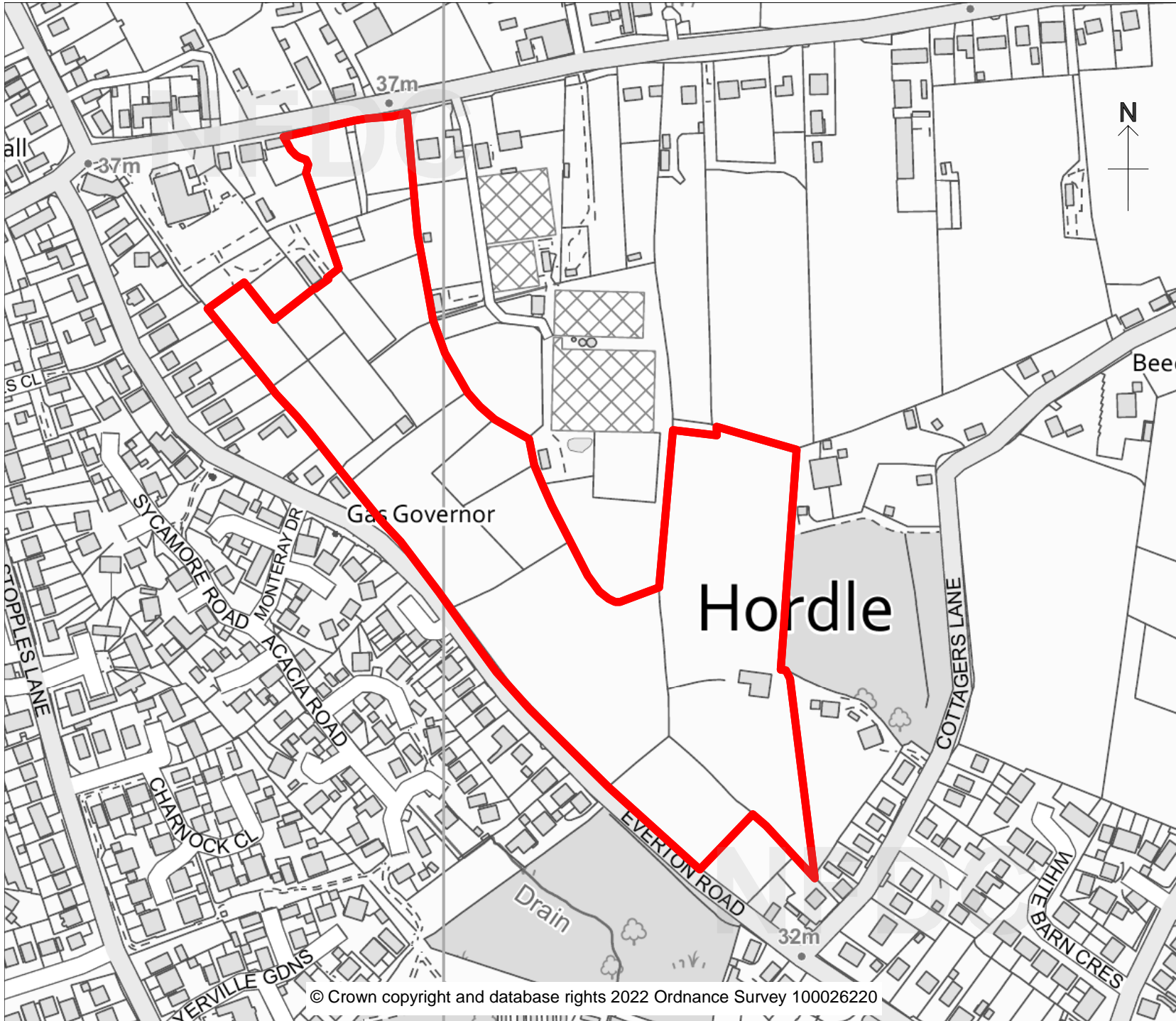
25. Prior to the occupation of each dwelling in the development hereby approved, the necessary infrastructure required to enable high speed fibre broadband connections shall be provided within the site up to property thresholds, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of sustainable development, in accordance with local and national planning policy

Further Information:

Warren Simmonds

Telephone: 023 8028 5453



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New Forest

DISTRICT COUNCIL

Tel: 023 8028 5000
www.newforest.gov.uk

Claire Upton-Brown
Executive Head of Planning,
Regeneration and Economy
New Forest District Council
Appletree Court
Lyndhurst
SO43 7PA

PLANNING COMMITTEE

December 2022

SS9 Land East of
Everton Road
Hordle
21/11731

Scale 1:3500

N.B. If printing this plan from
the internet, it will not be to
scale.