

Application Number: 23/10518 Full Planning Permission

Site: SS18 LAND NORTH OF AUGUSTUS AVENUE AND WEST OF THE A338 SALISBURY ROAD, NORTH OF BURGATE

Development: Construction of link road from Augustus Avenue to the A338, forming part of the SS18 allocated site, including landscaping, permanent and temporary drainage infrastructure and other associated infrastructure (enabling early delivery of the highways infrastructure of hybrid application reference 21/11237) (AMENDED REASON TO ADVERTISE)

Applicant: Pennyfarthing Homes Limited

Agent: TOR & co

Target Date: 05/09/2023

Case Officer: Stephen Belli

Officer Recommendation: Grant Subject to Conditions

Reason for Referral to Committee: Application relates to Local Plan strategic housing site

1 SUMMARY OF THE MAIN ISSUES

The key issues are:

- 1) Principle of development
- 2) Access and highway safety, trip generation and local road capacity, sustainable transport opportunities, lighting, and construction access
- 3) Environmental health considerations
- 4) Flood risk and surface water drainage
- 5) Impact on wider and protected landscapes
- 6) Ecology - on site impact on protected species, Biodiversity Net Gain (BNG),
- 7) Impact on setting of Listed Buildings at Fryern Court Road and Salisbury Road
- 8) Impact on residential amenities of neighbours, in terms of general amenity
- 9) Minerals safeguarding and sustainable use of minerals on site

2 SITE DESCRIPTION

The site comprises a narrow corridor of 5.4 hectares of land which forms part of the larger 35 hectares (87 acres) site contained within the earlier Site 18 application submitted by Pennyfarthing Homes under reference 21/11237 for a total of 404 new dwellings, a community hub and a new link road (see resolution of NFDC Planning Committee at their meeting on 11 January 2023). The earlier application was made in hybrid form i.e. parts of the road, and the first phase of 112 dwellings were shown in detail, with the remainder of the road and the second and third phases of residential development shown only in outline form. Reference is made in the report below as this being the 'parent' application relating to the current application.

The site comprises agricultural land situated to the north of the current built up extent of Fordingbridge.

Site 18 represents the most northerly part of the strategic site housing expansion planned for the town with sites 17 and 16 situated to the south and west. (See planning history below for details of site history and other strategic site applications). A composite plan of all three strategic sites can be seen along with the specific policies for Site 18 by following the web link set out below (see pages 161-175).

2016-2036 New Forest Local Plan

The site is bounded to the south by Footpath 83 and the applicant's earlier housing development at Augustus Park (see permission reference 17/10150); to the west by development strung alongside the unclassified public highway known as Fryern Court Road; to the north by Fryern Court Road with a short frontage of dwellings; and to the east by the Salisbury to Ringwood Road A338.

The site lies to the east of another parcel of Site 18 at Middle Burgate (see application 22/11268 for 46 dwellings) submitted by a separate developer (Mr B Currie). Further south beyond Footpath 83 lies another parcel of Site 18 currently being developed by Metis Homes under their permission 20/10228 for 63 new dwellings. The site has a short boundary with four existing dwellings fronting onto the A338 Salisbury Road with three of these dwellings currently in the ownership of the applicant with the southernmost of these dwellings in a separate ownership, and finally the site borders another dwelling in the north-eastern corner.

Currently access to the site for agricultural purposes is via Fryern Court Road along the northern boundary, with a further access point near Burgate Cross (the junction of Fryern Court Road with the A338) and a further minor access point from the east via the Fairgate Centre (an existing block of buildings in employment use fronting onto the A338 near Middle Burgate).

There are no current access points to the site from the south or west. The site adjoins the Middle Burgate site which itself enjoys a direct link to the A338 with its own vehicular access.

The southern and central parts of the site are in use for agricultural grazing purposes with the northern part of the site containing two large poultry units along with a large bank of solar panels. A further set of farm buildings lies in the north-eastern corner. The site is predominantly flat with a gentle slope upwards from the south to the north. There is little tree cover on the site but there are trees along the northern boundary with a central dividing hedgerow and some further hedgerows on the southern boundary in particular. The site contains no other buildings or distinctive features. With regard to protected landscapes Cranborne Chase AONB lies approximately 2 kms to the west, whilst the New Forest National Park boundary runs along the A338

immediately to the east of the site boundary. A group of Listed Buildings lie at the junction of Fryern Court Road and the A338 with another Listed Building just to the north of the proposed roundabout. The roundabout lies wholly outside the National Park with only some very minor highway accommodation works within the National Park boundary (these works being within the adopted public highway).

3 PROPOSED DEVELOPMENT

The proposal is for full planning permission for the construction of a two-way vehicular link road connecting Whitsbury Road and the Augustus Park development to the south with the A338 to the north-east. The site forms a narrow strip of land sufficient in width to accommodate the new road together with any necessary land raising as well as some land dedicated to a temporary drainage basins during construction and a permanent cut off drainage line to the north. The junction to the south will be formed via a narrowed single track width chicane where it crosses footpath 83 and then connecting with the existing estate road serving Augustus Park, known as Augustus Avenue. The junction to the north-east onto the A338 will be formed by a new roundabout.

The details of both junctions were included in the previous hybrid application however the element of the road in the centre part of the site was shown only in outline form. This new application follows the alignment of the road shown in the parent application but now includes the whole length of the roadway in full detail. In the southern part of the site a raised 2m high causeway running west to east was also included in the earlier application in detailed form.

The whole length of the road will be raised along its length to avoid surface water flooding. This will require the importation of fill material. The road will initially stand proud of the adjoining land but in due course all residential land parcels will also be raised to come up to the road level. This importation of fill material will happen at a later date once the road is completed.

The road is for the most part two way with a width of 6.5m with localised widening on bends, but with two restrictions in width to single track one being at the entrance to Augustus Park and the second being at a badger crossing point in the central part of the site. These localised reductions are to act as a traffic calming measure although the road is designed for a 30mph zone. A total of three bus stops in each direction are also included along the length of the road which in total measures around 1.2 kms in length. The road will be provided with a continuous footpath on its eastern side of 2m width and a footway/cycleway along the whole of its western side of 3m width. A corridor of some 4m is allowed for tree planting.

The details of the road submitted includes landscaping, drainage, ecological mitigation works and street lighting. The application also contains the position and details of internal road junctions serving the various parcels of residential and commercial land set out in outline form in the hybrid application. Those development parcels have been the subject of further detailed work by the applicants to allow them to pre plan the position of the necessary junction onto the link road.

The application is considered to be development that requires the submission of an Environmental Statement (as was the hybrid application). A Statement has been submitted covering a range of landscape, ecological, drainage and other impacts.

Amended plans

Taking into consideration some of the earlier comments made by consultees and at the suggestion of the Case Officer the application has been amended and further

details submitted together with amendments to the Environmental Statement all submitted on 29 June 2023. Those amended details have been the subject of a further round of consultations with all consulted bodies as well as a public consultation with all those 3rd parties who wrote in originally with comments. The consultation period including the required press notice expired on 28 July and all new comments received have been included in the report. Any late comments will be reported verbally at the Committee meeting.

4 PLANNING HISTORY

Several applications relating to the agricultural use of the land which are not reproduced here as they are not relevant to the current application. Other Strategic site applications submitted are listed below.

21/11237 Hybrid planning application comprising: Outline planning application (all matters reserved except means of access only in relation to new points of vehicular access into the site) for residential development and change of use of land to Alternative Natural Recreational Greenspace, together with a community hub (to comprise a mix of some or all of; local food retail, local non-food retail, community use and business use) and all other necessary on-site infrastructure. Full planning application for the first phase of development comprising 112 dwellings, public open space, Alternative Natural Recreational Greenspace, surface water attenuation and all other necessary on-site infrastructure

Applicant: Pennyfarthing Homes

Decision: NFDC Planning Committee resolution to approve subject to a S106 agreement on 11/1/23

20/10352 Residential development scoping opinion (EIA)

Decision: Opinion given 29/05/20

14/10493 Installation of 436 solar panels and meter cabinet

Decision: Granted 09/06/14

Other Fordingbridge Strategic Site applications

Site 16

20/10522 Development of 240 dwellings, a new access off Station Road, 10.7ha of public open space (SANG, formal open space and informal open space), associated private amenity space, off-street car parking and access roads." (Outline Application with details only of Access) - LAND NORTH OF, STATION ROAD, FORDINGBRIDGE SP6 1JW

Applicant: Infinite Homes

Decision Application withdrawn 22/04/22

23/10316 206 dwellings (including affordable housing provision), new pedestrian and cycle routes, landscaping, parking, public open space, Alternative Natural Recreational Greenspace, improvement of existing access, drainage and all other necessary on-site infrastructure LAND NORTH OF STATION ROAD FORDINGBRIDGE

Applicant: CALA Homes
Status: Amended plans submitted for consideration

Site 17

20/10052 Residential development and change of use of land to Alternative Natural Recreational Greenspace and all other necessary on-site infrastructure (Outline planning application all matters reserved except means of access only in relation to a new point of vehicular access into the site) LAND TO WEST OF, WHITSBURY ROAD, FORDINGBRIDGE

Applicant Pennyfarthing Homes

Decision 29/09/2022 – Committee resolution to approve subject to S106 being completed - still being drafted.

20/11469 Erection of 64 dwellings, change of use of land for Alternative Natural Recreational Greenspace, new accesses onto Whitsbury Road, and all necessary on-site infrastructure
LAND AT TINKERS CROSS, WHITSBURY ROAD, TINKERS CROSS, FORDINGBRIDGE SP6 1NQ

Pennyfarthing Homes

Planning Permission November 2022 and site under construction

Site 18

20/10228 Construction of 63 dwellings, creation of new access, parking, landscaping, open space and associated works, following demolition of existing buildings - Land at BURGATE ACRES, SALISBURY ROAD, BURGATE, FORDINGBRIDGE SP6 1LX

Applicant: Metis Homes

Decision: Planning permission April 2022 and site under construction.

22/11268 Hybrid Application – (Outline) matters of access, layout and scale for approval with appearance and landscaping reserved. Development of land comprising the erection of 41 dwellings, demolition and removal of redundant agricultural structures, works to access, landscaping and provision of public open space/ANRG, and (Full) Conversion of an Existing Building to form 5 flats and a Community Use at Ground Floor Level (46 Dwellings Total) - SS 18 MIDDLE BURGATE HOUSE, SALISBURY ROAD, BURGATE, FORDINGBRIDGE SP6 1LX

Applicant: Mr B Currie

Status: Awaiting amended plans

5 PLANNING POLICY AND GUIDANCE

Local Plan 2016-2036 Part 1: Planning Strategy

STR1: Achieving Sustainable Development

STR2: Protection of the countryside, Cranborne Chase AONB & New Forest National Park

STR9: Development within a mineral safeguard area

ENV3: Design quality and local distinctiveness

ENV4: Landscape character and quality

CCC1: Safe and Healthy Communities

CCC2: Safe and Sustainable Travel

Strategic Site SS18: Land at Burgate, Fordingbridge

Local Plan Part 2 2014 Sites and Development Management Development Plan Document Saved Policies)

DM1: Heritage and Conservation

DM2: Nature conservation, biodiversity, and geodiversity

DM5: Contaminated land

Supplementary Planning Guidance and other Documents

The following links contain advice on strategic sites and ecology.

[Ecology and Biodiversity Net Gain advice note](#)

[Draft SPD Strategic Sites Masterplanning](#)

Relevant Legislation

[Planning and Compulsory Purchase Act 2004](#)

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that “where in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise

[Listed Buildings and Conservation Areas Act 1990](#)

S66 duty - special regard to desirability of preserving the building or its setting etc.

- Significance of the heritage asset
- Setting - wider rather than narrower meaning
- Substantial harm (complete loss) – exceptional circumstances
- Less than substantial harm – weighed against the public benefit

[Environment Act 2021](#)

Section 98 and Schedule 14 – Biodiversity Net Gain

Relevant Government advice

National Planning Policy Framework July 2021 (NPPF)

Section 2 Achieving sustainable development

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

6 PARISH / TOWN COUNCIL COMMENTS

Fordingbridge Town Council recommend PAR5 - we are happy to accept the decision reached by the District Council's Officers under their delegated powers.

Members noted that information is still missing from the application – HCC Surface Water have requested details on two concerns, Active Travel England have requested further assessments, HCC Rights of Way are holding objection subject to further information and Environmental Health have concerns about noise, light and air quality. While Fordingbridge Town Council have previously said they are in support of a link road in principle, the details of this application are too vague

7 COUNCILLOR COMMENTS

No comments received

8 CONSULTEE COMMENTS

Active Travel England

Recommends deferral and request for further information

ATE considers that there is potential for the design of this proposed link road to contribute more towards active travel. Areas of concern are position and detailing of bus stops, cycling provision within the site, crossing points, construction traffic management plan and need to keep local footpaths open during the works.

Amended plans – following a review of the amended plans ATE make comment regarding cycling trips and connection points as well as safe crossing of the road. ATE recommend conditions to secure safe crossing points and now have no objections.

Cranborne Chase AONB Partnership

The impact of the new road on the wider AONB landscape is considered acceptable.

With regard to Dark Sky Reserve impact the LPA should satisfy itself that the appropriate Zone 1 (used in the case of protected landscapes) is used as the benchmark for assessing lighting impact from lamp standards along the road and at the roundabout. The LPA also needs to satisfy itself that light emitted from the lighting does not travel upwards and the lights are maintained in the future to Zone 1 standards.

Environment Agency

No objections

Go South Coast (More Bus) Company

The bus company responsible for the local service X3 fully supports this proposal and notes the agreed resolution to grant permission to the parent application together with a financial subsidy to assist in running costs. The company agrees with the principle of diverting the existing route to take in the new road and will need to consider further the changes in routing and timetables. Recommends that changes are made to the position of the bus stops to avoid the road being blocked in the event that two buses running in opposing directions arrives at the same time. Some other technical details also need amendments or further information. Supports the provision of three stops along the route of the new road. Fully supports this new route as a sustainable travel option serving the strategic sites.

Amended plans – note the changes made and fully endorse and support new bus stop positions and amendments made. With regard to points made by objectors it is for the LPA and the Highway Authority to assess and agree the details of the road but there is nothing shown on the road details for us to consider both the new road and Augustus Avenue is not acceptable to the bus company and the use of the road by buses. The points made by local objectors are also noted in respect of lack of privacy, but any buses will be in motion where they do pass existing dwellings and whilst the distances in a small number of cases may be below recommended standards this is far from unusual, including many on new residential developments.

NFDC Conservation

There is a duty imposed by Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requiring decision makers to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

I am not able to support the proposed scheme as presented for the reasons given above. The setting of the designated heritage assets must be responded to in a more responsive way. In terms of the lack of space afforded to the setting of these rural heritage assets the harm will be perceptible in views when looking towards and away from them. It is noted that the allocation and indicative link road itself causes some harm, but the adoption of a land hungry roundabout junction increases this impact. I would suggest that the dominant roundabout design leads to harm to the setting and context of the identified designated heritage assets.

At present my judgement under the NPPF is a finding of less than substantial harm to the setting of the listed buildings and their context. In particular the collection of heritage assets within Upper Burgate highlighting the most harm to LB6 Cross Cottage and LB5 Burgate Cross Farmhouse. This identified harm gives rise to a strong presumption against planning permission being granted. The presumption against planning permission is a statutory one and the authority must be conscious of the presumption in favour of preservation. It should therefore demonstrably apply that presumption to the proposal it is considering. The NPPF does allow for the public benefits of the scheme to be assessed and balanced against this harm.

NFDC Ecology

No objections to the principle or route of the new road which has been considered previously. However, there are some outstanding issues in relation to Biodiversity Net Gain and with regard to the impact on protected species. Recommends further information to cover both these elements. With regard to mitigation an updated badger survey may be needed if no development takes place before March 2024. Further information also requested to consider lighting impact on protected species. Notes

requirement for badger license to close an outlier site which lies close to the road corridor. Also notes and makes recommendation in terms of badger crossings and temporary signage.

Amended plans/further information - The ecologist comments previously raised (09/07/2023), notably in relation to the biodiversity net gain (BNG) metric and associated monitoring and management plan have been satisfactorily addressed at this stage. These BNG documents will be updated as part of future detailed design works associated with the relevant phases of development. This requirement is now stipulated within the management plan, this inclusion is welcomed. Reference is now also made in the monitoring and management plan for the intention for SS18 to accommodate additional biodiversity uplift to help deliver the 10% BNG required on SS17. This will be detailed in the submission for SS17 but should be included as appropriate in future iterations of the SS18 monitoring and management plan for transparency. I am satisfied with the proposed approach towards badger mitigation but would note that the CEMP requires update with the latest available information as agreed as part of the archaeological trenching works. Additional information has been provided with respect to lighting, for example, lux levels at the receptor locations and details of measures that have taken in the lighting design to minimise light levels and spill such as use of baffles and lighting controls. This is welcomed, however, my previous specific comment on the lack of ecological receptors placed on the causeway as part of the modelling have not however been addressed. Modelling has focused on existing ecological corridors and commuting foraging areas, rather than those that are likely to be of importance in the landscape in the future. The lighting comment on the causeway being addressed is desirable but not perhaps essential.

NFDC Environmental Health (Contaminated land)

No objections – note that some investigative work has been carried out and the site poses no significant risk to identified receptors. Recommends standard condition to deal with any unexpected contamination is applied to any approval.

NFDC Environmental Health (pollution)

Further information required:

- A detailed, site-specific CEMP which clearly outlines how noise and air quality impacts will be controlled upon identified human receptors in the vicinity of the development. Any CEMP should relate to the actual processes/ plant/ machinery that will be used during the construction process.
- A revised noise impact assessment of the traffic noise (post construction) upon the Augustus Park development and other new dwellings (SS18) located along the link road.
- Clarity is required that the same number and type of construction vehicles agreed in previous air quality assessments is now stated in the current application for the proposed link road.

NFDC Landscape

Accepted that overall impact on wider landscape has been considered under the hybrid application.

Some concerns over the landscaping scheme submitted and the quality of the LVIA. Whilst the principle of the road is already agreed some further amendments required to the landscaping proposals.

Amended plans – note the previous permission conditions on landscaping and suggest further finalised details be submitted for the road application by condition but overall, no objections.

NFDC Open Spaces

No objections in principle but some points about the details submitted and future maintenance issues that may arise in relation to tree planting, water features and paved surfaces. Also recommends that any vegetation planted for swales is followed through to improve water quality. HCC contract out maintenance on highways to the District Council it should be noted in respect of vegetation. Recommends root barriers are used for tree planting so that hard surfaces adjoining are not affected.

NFDC Trees

No proposal will not have any impact upon protected trees.. The loss of part of the central hedgerow does not contain any trees worthy of retention. The loss of part of the hedgerow can be mitigated through new landscaping. Support the comments made by the landscape officer in respect to planting proposals.

No objections overall.

Hampshire CC Countryside

Holding objection subject to submission of further details.

Notes that the road will cross Footpath 83 and further information needed on the details of this crossing point. The provision of a 3m wide cycleway is noted on the western side of the road. Would advocate a similar 3m wide provision on the eastern side to remove need for crossing movements to get to the local centre. Notes also that cycling on the footpath 83 would be illegal.

Amended plans/further information - amended information and transport assessment noted and holding objection now withdrawn

Hampshire CC Highways

There are a number of areas where further information is required as set out in this response before the Highway Authority can provide a recommendation. These are summarised below:

- Provide forecast volumes of traffic, pedestrians and cyclists that likely using the new link road in the future and using this information, should justify the width of the path and type of the crossings proposed are compliant with LTN1/20.
- Assess whether a greater crossing provision (such as a parallel or zebra crossings) should be provided between bus stops.
- Submit a Departure from Standard (DfS) application for staggered side road junctions which has gap distance below 50m.
- Review the radius of side road junctions and the design updated.
- Review the design of bus stops situated within laybys, and the design updated.
- Review visibility splays at crossings and side road junctions ensure they are not to be obstructed by stationary bus(es).
- Confirm construction traffic proposals.

Amended plans/further information – further comments now received on 20 July 2023 which confirms no objections are now raised subject to conditions some of which will require details to be approved prior to any construction works taking place

Hampshire CC Local Lead Flood Authority

No significant concerns regarding drainage but additional information is requested on flow routes of surface water and discharge rates. Recommends a condition to cover these elements.

Amended plans/further information – we have reviewed the further information and amended plans and have no further queries as the information has addressed our earlier concerns.

Hampshire CC Minerals

HCC have already confirmed that the prior extraction of minerals on this site would not be practical but would still like to encourage opportunities for mineral extraction prior and as part of the proposed development. Recommends a condition to record the amount of any minerals viably recovered.

New Forest National Park Authority

Recognises that the Council has resolved to approve the hybrid application. There remains a statutory duty to have regard to National Park purposes and a requirement to take into account impact on National Park landscape in particular. Seeks further clarification in regard to planting, boundary treatments and lighting.

Amended plans/further information – no further comments to make

9 REPRESENTATIONS RECEIVED

The following is a summary of the representations received.

47 letters of objection received raising the following comments.

- Objections on grounds of principle to residential development given lack of infrastructure.
- Any new ring road or link road should run around the periphery of the new strategic development not through them.
- Query on safety of Fryern Court Road and access from roundabout
- New road will increase traffic onto A338 close to Fryern Court Road dwellings raising levels of noise and light pollution from car headlights.
- Rat running will continue and be increased along Fryern Court Road
- A338 will be busier creating tailback along Fryern Court Road
- Road will bisect wildlife corridors and prevent linkages with countryside beyond.
- Detrimental impact on wildlife and protected species
- Adverse impact on badgers and bats in particular
- Side roads will not be able to cope with the diverted X3 bus new route
- Road will create pedestrian blockages at point of roundabout with greater difficulty getting to town centre and school.
- Danger for children getting to and from school.
- Will create flood risk issues and potential issues for private waste water systems
- Road infrastructure will be harmful to character of the area and Listed Buildings
- Concerns about siting of roundabout so close to Listed Buildings both in terms of their setting but also on their physical fabric.
- Increased light pollution created by road and impact on dark skies

- Increased traffic through Augustus Park pre and post construction with noise, air quality and light pollution issues
- Loss of privacy from road used for lorries and as a bus route for residents of Augustus Park
- Safety of children playing on Augustus Park estate roads through heavy traffic.
- Safety of pets through increased traffic
- Augustus Avenue was never meant to be a through road and is substandard
- Some houses on Augustus Avenue will be extremely close to the new through road
- Residents claim properties mis-sold and through road never mentioned
- Impact on property prices from new through road
- Many residents have had to repair their properties following construction work on Augustus Park
- Construction traffic must come via the A338 and the new road starting with the roundabout and working its way southwards.
- Construction management plan is inadequate in terms of hours of restriction for deliveries and routes to be used
- No traffic calming measures in place to slow traffic during construction
- Site access prevented until 7.30 will not stop drivers waiting on local roads to access
- Time restrictions need to be widened to allow for cars leaving for work to avoid congestion with heavy lorries trying to access the site
- Mud and dirt on the roads of Augustus Park previously when it was being built will be repeated.

One letter of support as follows -

It is clear that if the development adjacent to Burgate Cross is to go ahead then the movement of traffic needs to be of primary importance and to take up the burden of smaller roads by taking it through the new development is a good idea. My only worry for the residents of the new development and perhaps Parsonage Park through to Normandy Way is that it gets used to shorten traffic through journeys to Sandleheath industrial estate.

10 PLANNING ASSESSMENT

Principle of development

The principle of a link road which links Salisbury Road A338 and Whitsbury Road has now been firmly established by the resolution of the Planning Committee to grant planning permission to the hybrid application in January 2023. This decision was based on the principles and policy in the Local Plan Strategic Site 18 Policy part ii(c) which sets out an objective of providing such a link. The concept Masterplan attached to that policy illustrated such a link and the hybrid application and current application follows that broad concept.

Objections based on highway danger and the adequacy and width of Augustus Avenue to serve and connect to Site 18 have already been considered and agreed by the Highway Authority. When the application for the Augustus Park development was approved the internal estate road was engineered and made wide enough so that it could accommodate a future link to the land to the north. The Augustus Park permission was granted in March 2018 which only just preceded the publication of the draft Local Plan for public comment in June 2018 which included both the Site 18 allocation and the potential for a link road. Whilst it was not a requirement at the time the clear intention of providing a link between Whitsbury Road and the A338 was being discussed and was certainly a matter of public knowledge before any of the dwellings on Augustus Park were built and sold.

This road construction has been brought forward earlier than initially planned as the applicants now want to press ahead with the construction of the road to allow the wider development to progress more quickly. The hybrid application required the road to be completed prior to the occupation of the 59th dwelling on phase one. This application will significantly bring the delivery of the road forward such that it is due to be completed by the end of 2024.

In terms of public benefits, the link road will also allow traffic to effectively by pass the town centre thereby relieving pressure on the existing pinch point and in doing so providing improvements in noise impact and air quality for those residents, businesses and users of the town centre. The Town Council have fully supported and pressed for the early delivery of the link road as part of the earlier applications considered above. The link road will also ease current concerns and reduce the desire for rat running using Fryern Court Road.

Highway safety considerations

Details of the road and junction

The Highway Authority have confirmed their agreement to the line of the road and arrangements for the two main junctions from Augustus Park via Augustus Avenue and from the A338. These were agreed previously and have not changed with the current application. The details of the centre section of the road and the position and spacing of junctions onto side roads to serve the development parcels is also agreed subject to minor clarifications. The position of bus stops has been amended in accordance with their comments and those of the bus company. Any outstanding matters such as side junctions can be agreed by condition.

Trip generation and distribution

These issues were considered under the parent application for the overall development of the site. The Highway Authority remain satisfied that the number of vehicles using the site and their direction of travel are acceptable subject to the link road being completed by the 59th dwelling on phase one. Bringing the link road forward is acceptable to the Highway Authority who support the principle of bringing the road forward earlier.

Road lighting

The lighting scheme for the development was designed in accordance with and taking into national guidance and standards including those applicable to sensitive areas. The design of the lighting has been undertaken in a manner such as to address three potentially conflicting needs; namely, to provide a safe environment for the movement of residents when the natural lighting levels fall and, to meet the light obstruction limitations stated within the relevant standards and guidance in order to avoid any detriment to local amenity and wildlife, and finally to satisfy the need to retain dark skies and avoid upward light pollution.

From a highway safety point of view the proposed road lighting on the main spine road through the site is considered acceptable. The position and number of lamp standards has been rationalised to reduce the number of columns overall by using 6 metre high lamp standards. The light impact on human health, ecology and protected landscapes is considered below.

With regard to the impact on the Dark Sky Reserve at Cranborne Chase the results of the lighting study indicates the lamp standards will be fitted with baffles and are designed to reduce upward light leakage. The report refers to zone E2 but in effect the results of the lighting study show the lights mean the requirements of zone E1 applicable to dark sky reserves.

Sustainable travel options

The Highway Authority have agreed the provision of a shared footway and cycleway on the western side of the road and 12 no. crossing points enabling easy access to development parcels and in particular the central community hub on the eastern side. All development parcels on the east side of the road will be provided with a pedestrian footway which extends along the eastern side of the link road with crossing points where space dictates no footway can be provided on the eastern side.

The Transport Assessment addendum has adequately addressed the matters raised and the Highway Authority raise no objections. The use of the road by a diverted X3 service between Salisbury and Ringwood, Bournemouth significantly assists in promoting sustainable transport options by new residents. The school will also benefit from a centralised stop near the community hub which will then link through the site via a new footway connecting with the improved Footpath 83 and then through the Metis Homes site at lower Burgate connecting to the school. In the short term a footpath and cycleway link connecting the A338 near Burgate Cross to run on the western side of the new roundabout will be provided and this will run southwards along the link road and connect to Footpath 83 at the junction with Augustus Park. This connection will be supplemented by a range of other walking and cycling routes through the development parcels as they are built out. Once the adjoining Middle Burgate site is complete there will be a more direct footpath link through that site and onto the Metis site to the school via dedicated footway/cycleways.

Active Travel England are a new Government body set up to oversee sustainable transport links. Whilst they initially raised objections to the application they have considered the comments of the applicant and been made aware of the wider strategic plans for Fordingbridge and the already secured footpath and bridleway improvements under earlier applications, some of which such as the improved footpath 83 are now in place. They have now withdrawn their objections and recommend conditions to achieve the sustainable links as shown in the application.

Construction Traffic

At the time of approving the earlier hybrid application, the Planning Committee resolved to approve the application in January 2023 with further details on the road to be submitted through conditions. In addition, a condition requires the road to be completed prior to the occupation of the 59th dwelling on the first phase of the housing development with construction traffic initially routed from the A338 via some residential roads to the north of the town centre linking onto Whitsbury Road and then through Augustus Park. This effectively allows construction traffic through Augustus Park up to a certain number of units being occupied. It was anticipated that from the occupation of the 59th dwelling onwards all construction traffic would access the site via the completed road direct from the A338. Members should understand that this is the agreed fall-back position regardless of their decision.

The current programme for the completion of the 59th dwelling is not due until November 2025 which is 11 to 12 months after the operation completion of the link road thus signifying the applicant's intention to use the link road as quickly as possible.

The current application Construction Traffic Management Plan (CTMP) suggests a number of options as follows –

- *Option A (Preferred Option) to construct a temporary haul road across third party land providing direct access to the A338 via the existing vehicular access serving Middle Burgate House. This will be used to create a one-way traffic system with vehicles entering via Augustus Avenue and exiting site via the haul road*
- *Option B (Non-Preferred Option) to utilise the existing highway network including the recently constructed Augustus Avenue. Although this option has been previously approved as part of the Hybrid Application 21/11237 for up to 70 two way LGV and HGV movements this is not our preferred option*

The applicant has provided the following as a means of understanding the delivery of the road -

- It is currently intended that the first section of the link from the top of Augustus Avenue to the eastern end of the causeway will be constructed between November 2023 and March 2024.
- The second section through, what we describe as Phase 4, will be constructed between April 2024 and June 2024.
- The third section, which will connect all the Phases to Salisbury Road, will be constructed between July 2024 and October 2024.
- The roundabout junction on Salisbury Road will be constructed in two halves commencing in February 2024 and being completed in the following July.
- Once the link road has been completed to operational standard (currently intended to be December 2024), all construction traffic will be diverted from the initial route whichever option that might have been. Therefore, the longest period that construction traffic will use Augustus Avenue is 12 months and not after the occupation of the 58th dwelling.

The CTMP has been the subject of further discussions and the following email from the applicant's transport consultants confirms amendments to the CTMP as follows -

We have agreed with HCC that we will prepare a minor works S278 submission for the construction access onto the A338 to deliver the works shown in principle on drawing ITB12264-GA-371. The minor works submission is required as there is a very small amount of new surfacing (3 Sq.m) and accommodation works (7 Sq.m) within the highway.

In terms of the Construction Traffic Management Plan (CTMP), we propose to amend this to set out that we will:

- *Make a S278 minor works submission to HCC for delivering the two-way construction access onto the A338*
- *As soon as this is approved we will deliver the works as quickly as possible and then use the temporary construction access for all construction traffic.*
- *Until such time as we have been able to deliver the two-way construction access onto the A338, there will be some limited use of Augustus Avenue. This would be one-way (using the existing access at Middle Burgate as an exit) or two-way in the event that the use of the exit via Middle Burgate is unavailable.*

The Highway Authority have generally agreed with the suggested amendments to the CTMP. The applicants also have in place a separate agreement to use the Middle Burgate land and access with the owner of that land. It is planned to bring all construction traffic in and out of Middle Burgate avoiding any use of Augustus Avenue

and significantly reduce any issues with noise, safety and dust that would occur if that was the only option. An update will be provided at or before the Committee meeting regarding the amended CTMP. An approved CTMP can mean that Condition 3 is no longer needed and can be deleted.

Separate legislation exists to ensure that the permission of the Highway Authority through Section 278 of the Highways Act will be required for the Middle Burgate improvement works. The Highway Authority have control over these works and the works will be required in any event for the residential access to Middle Burgate to be formed later. There are no significant environmental impacts from the improved access.

The CTMP will also contain the following requirements and safeguards -

- *To create a site compound in the ANRG / POS directly North of the link road in Phase 3 as indicated on the attached SS18 Compound Location Plan*
 - *Contractor parking*
 - *Material delivery set-down and storage*
 - *Location of site offices, welfare and first aid facilities*
- *Wheel washing will be provided either at the entrance to the haul road or at the link with Augustus Avenue as indicated on the two option Access Routes attached. This would be a "dry wheel wash similar to the attached. The advantage of these systems is that they have no moving parts so cannot breakdown in operation, they use no water, so no waste water or power so making them extremely eco-friendly.*
- *There will be various construction associated delivery vehicles visiting the site during the construction process, up to a maximum 44 tonne articulated lorry size.*
- *Access to the site , including identified vehicle routes are provided for both*
- *Options as indicated on SS18 -Access-Egress Route Plan*
- *All delivery lorries will be sheeted where they are transporting loose material such as aggregates*
- *Delivery drivers will be encouraged to use the highlighted routes as above*
- *All delivery companies shall be given the above as a written instruction prior to deliveries*
- *there is an anticipated maximum of 35 HGV movements in and 35 out movements per day during the construction process.*
- *In the event that Augustus Park has to be used all suppliers and subcontractors will be informed that deliveries are only to take place between the hours*

Both Options
07:30 – 08:30
09:30 – 15:00
16:00 – 17:00

- *All suppliers and subcontractors will be informed that no deliveries shall take place for either Option between the hours*

08:30 – 09:30

15:00 – 16:00

Assuming the temporary haul road is available as soon as possible after commencement the applicants do not however expect any restrictions on vehicle movements in and out of the Middle Burgate access albeit it is not intended that working will take place on site for 24 hours at a time. The protection of the amenity of any residents of Middle Burgate house will be protected by mutual agreement between the two party landowners.

- *A separate construction environmental management plan (CEMP) to deal with dust and construction noise shall be provided as required by planning condition and this Traffic Management Plan can be read in conjunction with that separate environmental management plan.*
- *Details of how complaints will be logged and dealt with shall be included in the CEMP*

Works are intended to start in September 2023 and conclude by end of 2024.

The applicants also state that on a general point once the S278 for Middle Burgate access is approved it will take the applicants approximately 4 weeks to construct the haul road during which time Augustus Avenue will have to be used. However, during this period the applicants will endeavour to keep vehicles movements to a minimum.

To conclude whilst there is a fall-back position allowing the use of Augustus Avenue up until the occupation of the 59th dwelling on phase 1 it now seems highly likely the applicants will pursue a more environmentally acceptable option of using Middle Burgate once the S278 Agreement has been resolved. It would be inappropriate however to impose a pre commencement condition on the submission and agreement of a S278 Agreement given the fallback position created by the parent application, and the land at Middle Burgate is not legally in the applicant's ownership. The betterment now proposed is however welcomed.

At the time of writing a revised CTMP has been received on 21 July 2023 and lodged on the web site. This has been sent out for consultation to the Highway Authority and an update will be given at or before the Committee meeting.

Environmental health considerations

Contaminated Land

A Phase I and II Geo-Environmental Site Assessment dated August 2021 undertaken by Omnia Environmental Consulting has been previously submitted for this site. The initial CSM identified plausible pollutant linkages. Therefore, a site investigation was carried out and soil analysis results showed no elevated levels of contaminants. The site is classified as CS1 for ground gas therefore no gas protection measures are necessary. In conclusion, the site poses no significant risk to the identified receptors of the site.

A standard planning condition is recommended to cover unexpected contamination during construction works.

Construction traffic

A construction and environmental management plan (CEMP) has been submitted to support the application. The CEMP is supposed to cover both environmental health considerations and ecological considerations (see below).

The Council's Environmental Protection team has confirmed their view that a detailed, site-specific CEMP which clearly outlines how noise and air quality impacts will be controlled upon identified human receptors in the vicinity of the development should be submitted. Any CEMP should relate to the actual processes/ plant/ machinery that will be used during the construction process.

At the time of writing this report the applicants are preparing a revised CEMP which can be submitted for agreement.

Air quality impacts

The applicant has submitted a number of air quality reports to support the proposed development to construct a link road through Strategic Site 18 (SS18). The reports assess the impact of the proposed development on local air quality from the construction phase of the development (from construction vehicle emissions and dust from the development site) and the operational phase.

These air quality assessments modelled a number of operating scenarios including in combination impacts with all known proposed developments, and with and without the link road.

With regards to the construction phase of the proposed developments the air quality assessments note that there is likely to be a dust impact which will require appropriate assessment and mitigation - this should be undertaken through the agreement of a Construction Environmental Management Plan (CEMP). Emission from construction vehicles on the noted routes were also assessed and determined to be acceptable, however the applicant is requested to confirm that the number and type of construction vehicles originally assessed in the June 2022 Omnia report are the same as those quoted in the current application for the link road.

It is noted that the developer is seeking alternative routes onto the construction site off the A338, rather than routing via local residential street in close proximity to the development site. Whilst air quality assessments which have been agreed advise construction traffic emissions will not significantly impact local residents living on the access routes, if there are alternative routes which remove some or all of the construction traffic away from residential streets, this would be supported by officers as this will improve local air quality for the local community.

Noise impact pre and post construction

The applicant has submitted a Noise Impact Assessment (NIA) as part of the application carried out by Omnia (ref: A11383) dated July 2022; however, this largely relates to the assessment of noise impacts associated with the wider development of the Land at Burgate (application ref: 21/11237), as opposed to specifically for the link road itself. Chapter 8 of the Environmental Statement (ES) provides further information regarding the noise impact of the link road, both pre-and post-construction (including the cumulative effects of the development as well other committed development in the wider area).

A revised noise impact assessment of the traffic noise (post construction) upon the Augustus Park development and other new dwellings (SS18) located along the link

road is required. Recommends a pre commencement condition be imposed. The use of Middle Burgate would alleviate these concerns and would be supported.

The applicants make the following points regarding the noise assessment post construction.

The principle of the development and the link road through Augustus Park has resolution to grant, and there was no objection or requirement for these additional traffic noise assessments. Therefore, we do not consider it necessary to provide a revised noise impact assessment encompassing additional receptors than that supporting the hybrid application, as these proposals would otherwise be brought forward as reserved matters. Further, at this stage without knowing the detailed layout of the adjoining parcels we wouldn't be able to undertake the assessment

Lighting and human health impact

The lighting assessment carried out by Tetra Tech Ltd (dated 12 April 2023) has appropriately considered the impact of obtrusive light upon nearby residential (human) receptors (dark skies and ecological impacts not considered by Environmental Protection) using appropriate guidance from the Institution of Lighting Professionals (ILP). The assessment highlights that the risk of the proposed scheme resulting in exceedances of either of the ILP pre-curfew or post-curfew obtrusive light limitations for Environmental Zone E1 (Dark Lighting environment) at residential receptors will be low. Consequently, the proposed lighting scheme is acceptable and a condition relating to the relevant lux levels for Environmental Zone E1 are requested.

Flood risk and surface water drainage

A flood risk assessment (FRA) was prepared for the parent application and an addendum to that assessment submitted for this road application. The Environment Agency are responsible for river and coastal flood risk whilst the County Council act as the Local Lead Flood Authority for surface water drainage and non mains river drainage matters.

No part of the site lies within flood zones 2 and 3 for river flooding but parts of the site are liable to surface water flooding, exacerbated by underlying geology and poor infiltration rates leading to a high-water table. Some surface water flooding also emanates from outside the site but flows into the site from the north. A serious flood event happened in 2014 with surface water flooding the central part of the site and the junior and infants school grounds to the south. The applicants have considered flood risk from surface water under the parent application the studies for which recommended the site be raised across all the development parcels including the road way with a particular 2m increase in levels across the central part of the site for the road leading to this part of the road being embanked on a 2m high causeway which will stand proud of the land to the north and south which is to be retained for POS and ANRG purposes. A series of swales and drainage basins was put forward in an overall drainage strategy for the main site.

Surface water flooding from north of the site was also recognised as a problem and this is to be picked up by a 'cut off drain' running east west near the northern boundary of the site discharging into the roundabout drainage system and then via controlled flow to a local ditch and then to the River Avon.

In the short term the road will be constructed on an embankment for the whole of its length with material being brought onto the site for road construction purposes. Following the road construction further material will then be brought onto the site to raise the land for the development parcels to match the level of the road. Where the

link road crosses the embankment a series of pipe culverts under the road will be created to maintain the overland flow with such flows being directed into drainage basins which will retain water at times of heaviest rainfall and in storm events.

The proposed development has been designed to manage the critical duration of the 1% annual probability rainfall event plus 40% allowance on peak rainfall intensity for climate change. Rainfall runoff from the proposed development will be infiltrated to ground within the site and attenuation will be provided to manage runoff from the design rainfall event. The new roundabout proposed on the A338 at the site access junction will drain to cellular storage below ground before discharge at a controlled rate of 2 litres per second to the existing highway drainage ditch network.

The proposal for the link road is to collect all runoff into a series of enhanced swales running alongside the highway. These will be permanent features within the highway cross-section, proposed to be adopted by Hampshire County Council under a Section 38 agreement to secure maintenance. Table 24.6 of the SUDS manual provides a series of descriptions of interception methods that can be assumed to be compliant for zero runoff for the first 5mm rainfall for 80% of events during the summer and 50% in the winter, and states that unlined swales are suitable where the impermeable surface is up to 25x the base of the vegetated surface area of the swale, providing they are flatter than 1:100 longitudinal gradient and at least 5m in length from where the highway connects. The swales will also act as a filter to improve water quality getting into groundwater from any polluted rain off from the road. The road will temporarily be served by four basins designed to attenuate surface water flows created by the road and its embankment. These basins are in the same location as the basins shown to serve the residential parcels but will be smaller just to deal with the road drainage initially.

It is possible that the first phase of residential development will run alongside the construction of the link road. That first phase will be served by further swales and a number of larger drainage basins to the north and south of the causeway. In this way the drainage for the short-term road construction set alongside the development of the first phase can happen simultaneously.

The Environment Agency raise no objections to the application.

Hampshire Lead Local Flood Authority have no objections to the road being constructed in accordance with the submitted FRA and the further information and exceedance plans submitted on 29 June 2023.

Impact on wider and protected landscapes

The site lies close to two areas of designated landscape. The New Forest National Park which has its boundary along the eastern edge of the roundabout and the A338, whilst the Cranborne Chase AONB lies approximately 2kms to the west of the site.

Whilst the overall road itself has less impact on the National Park the roundabout and the associated road infrastructure changes to the existing A338 at this point are considered to be the most marked of all the impacts on the National Park designated landscape. Both the District and the County Council have a statutory duty to take into account the impact of development on the setting of the National Park.

Before considering the impact of the roundabout in more detail however it is important to emphasise that the provision of a roundabout at this location formed part of the discussion at the time the Local Plan draft was being considered. The outcome of those discussions which included the Highway Authority, and the applicants was a preference on their part for a roundabout as opposed to a signalised junction based on

Burgate Cross. The latter would have required a larger land take and would have introduced a negative urbanising impact closer to designated heritage assets.

During the processing of the parent application the applicants have taken part in various discussions with officers which have included officers from the National Park Authority. These discussions have resulted in amended proposals which have made the roundabout a smaller feature, moved it out of the National Park area apart from some minor verge works, and have introduced as much new tree planting as possible bearing in mind the need to avoid drainage installations, street lighting and visibility splays. Drainage requirements, in particular how to deal with surface water drainage and the policy requirements for flood relief betterment, has meant that it is not possible to plant trees within the roundabout. This coupled with a need to maintain visibility through the roundabout for traffic approaching from all directions means the planting within the roundabout has to be low level and promoted more for biodiversity value rather than for screening.

The National Park Authority have raised a number of issues in their consultation response, but these have been addressed by the applicants. Any further comments will be reported verbally at the meeting. The Authority have noted the amended plans and further information and have no further comments to make

Turning to Cranborne Chase AONB again there is a statutory duty to take this protected landscape into account in planning decisions. There are two principal impacts that can arise from the road i.e. wider landscape impact and dark skies impact given the area's designation as an international Dark Skies reserve. With regard to the former the AONB have no concerns. On dark skies however they recommend that the AONB be treated in the top most sensitive category E1 for upward light leakage from lighting columns. In this case the lighting assessment concludes that the level of upward leakage of lights will be minimal and sufficient to satisfy the higher regime applicable to dark skies.

With regard to landscape impact within the site the Council's landscape officer raises no objections to the proposal and is content with the amended planting strategy and plans now put forward albeit he suggests some alternative planting for swales. It should be noted at this point that there is further room for additional planting outside the road corridor and this can be picked up as part of the assessment of individual development parcels as they come forward. There are significant constraints with regard to where trees can be planted particularly around and within the roundabout as well as along the length of the road due to the need to install surface water drainage features, lighting columns and foul drainage systems, as well as the need to maintain forward visibility around bends, and visibility around a number of side road junctions. A detailed set of planting plans has now been put forward which can form part of the permission and implemented as early as possible following the road completion. Notwithstanding the constraints listed above the applicants are still offering to plant a total of 101 new trees along the length of the new road and around the roundabout. The Council's landscape officer recommends that further details are provided on planting methods etc and this can be conditioned along with the plant species to be used in the swales.

Ecological impact

On site impact on protected species

This falls into two broad categories. First of all the impact of artificial light on protected species, and secondly the impact from construction and post construction effects on protected species. A Construction and Environmental Management Plan (CEMP) has been provided which assesses the impact on protected species in respect of both of

these elements.

Lighting associated with the operational phase of the proposed development has the potential to impact on receptors of ecological sensitivity within the vicinity of the site. The Conservation of Habitats and Species Regulations (2017) and subsequent amendments require competent authorities to review planning applications and consents that have the potential to impact on National Site Network (NSN) designated sites (e.g. Special Areas of Conservation). For the purposes of this assessment, it was determined that a number of bat species could utilise the hedgerows and trees surrounding the site for commuting/foraging purposes. In order to represent a worst-case scenario, the assessment has assumed that potential bat species on site will be highly sensitive to artificial light. The Council's Ecologist has confirmed no objections to the proposals as set out albeit he considers there may be a desire to seek lower lighting on the causeway. This does however have to be balanced with road safety. The current proposal will meet with the Highway Authority requirements and the balance here is in favour of highway safety it is considered.

A condition will be applied to ensure the development is carried out in accordance with the latest CEMP as may be updated and the latest amended reports submitted on 29 June 2023. A further condition will be added requiring an updated badger survey should the development be delayed until March 2023 as the earlier report will then be out of date.

A further condition can also be applied requiring details of temporary badger signage at key crossing points to be displayed at high risk times of the year. This usually takes the form of drop down signage to warn motorists.

Biodiversity Net Gain (BNG)

There is a need to ensure that BNG of +10% is achieved over the whole site which includes the road corridor. In this regard the BNG assessment carried out under the parent application has been re-visited. Further details and amendments were

Impact on designated Heritage Assets

The Council has a statutory duty to take into account the impact on both the fabric and wider setting of Listed Buildings classified as designated heritage assets under the legislation set out above. The Conservation Officer has maintained an objection submitted previously under the parent application particularly raising concerns with regard to the impact of the roundabout on the setting of Listed Buildings along Salisbury Road and along Fryern Court Road with the former being the most marked in terms of adverse impact. The Conservation Officer considers there to be less than substantial harm to the setting of Listed Buildings and notes the presumption against planning permission being granted unless other material considerations weigh in favour of a permission.

'This identified harm gives rise to a strong presumption against planning permission being granted. The presumption against planning permission is a statutory one and the authority must be conscious of the presumption in favour of preservation. It should therefore demonstrably apply that presumption to the proposal it is considering. The NPPF allows public benefits of the scheme to be assessed and balanced against this harm'.

Case officer comments and assessment

The principal impact of the development on heritage assets is twofold; first the impact arising from the proposed highway works on the A338 Salisbury Road and associated

infrastructure; and secondly the impact on those heritage assets arranged around Burgate Cross and on Fryern Court Road resulting from the residential element and proximity of the scheme to those heritage assets served as it will be from the new link road.

Heritage assets can be designated as in the case of listed buildings or non-designated as in the case of unlisted buildings which have some historic value and/or architectural value. In this case there six listed buildings clustered around Burgate Cross with some historic cottages interspersed between them which could be considered to be non-designated assets. There are other listed buildings in the wider area of the site but these are less directly affected by the development. The following legislative background must be considered as part of the case officer's and Committee's assessment of this proposal.

Listed Buildings and Conservation Areas Act 1990

S66 duty - special regard to desirability of preserving the building or it's setting etc.
S72 duty – special attention to the desirability of preserving or enhancing the character or appearance of the area

- Significance of the heritage asset
- Setting - wider rather than narrower meaning
- Substantial harm (complete loss) – exceptional circumstances
- Less than substantial harm – weighed against the public benefit

The advice set out in the NPPF in Section 16 must also be taken into consideration 'inter alia'

Para 195 – 'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset).....'

Para 202 – 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.....'

The impact in this case on heritage assets primarily affects the setting and significance of those assets and how they are experienced and their character in that regard and how this may be affected by the development. Setting in this sense does not just include the way in which the development is seen against the heritage assets and a crude measure of the distance between the development and the heritage asset, but also how they are *experienced* in their wider setting and character. In physical terms none of the heritage assets are affected by works directly to or in close proximity except perhaps for Corner Cottage on the A338.

a) Impact of highway works _

The Conservation Officer sets out in detail his concerns regarding the impact on setting in particular on Cross Cottage and The Old Farm House, as well as more widely in respect of the listed buildings and heritage assets at Burgate Cross.

There can be no doubt that the introduction of a major new traffic junction on the A338 with a roundabout and associated highway infrastructure works will harm the setting of heritage assets. Corner Cottage in particular is the closest to the roundabout. That said the impact has now been lessened in a number of ways. The roundabout has been moved westwards and made smaller. The impact of lighting has been lessened as far as possible. The movement of the roundabout westwards has resulted in a

lower than standard visibility splays which has had to be agreed by the Highway Authority as a variation from standard. The introduction of 26 newly planted trees will alleviate some of the harm. The former proposals for retaining walls has been removed with more sympathetic low fencing. The Conservation Officer explores other harms such as wider landscape harm, but these are not supported by those expert landscape officers on this occasion. Neither are there any objections from the Highway Authority to the way in which pedestrians and cyclists are catered for.

Other alternatives to a roundabout were considered both at draft Local Plan stage and prior to this application submission. For example, a signalised junction based either at Burgate Cross or further to the south would have resulted in significant traffic signs , traffic lights and other paraphernalia directly at the junction around which most of the heritage assets are clustered or further to the south; would have interrupted the free flow of traffic; and crucially from the Highways point of view would have resulted in significantly higher maintenance costs. The Highway Authority expressed a strong preference for a roundabout which would resolve these issues.

Secondly the position of the roundabout was considered in detail with a number of scenarios tested. A move southwards or further westwards would have resulted in demolition of the dwellings immediately to the south of the roundabout which would have placed greater economic pressure on the development which is already having to take on board significant costly infrastructure works. It would also have resulted in greater earth works given the old railway line is at a reduced level to the road and would have impacted adversely on the development site itself reducing the housing yield available. The applicants prior to the submission and to ensure that visibility splays to the roundabout were protected purchased three properties along Salisbury Road all of which would have had to be demolished with any further westwards move of the roundabout away from the heritage assets. This was put to the developers, but they were not able to agree for the reasons set out above.

b) Impact on setting of Burgate Cross/Fryern Court Road

This group of buildings was the subject of a detailed assessment in the parent application particularly as the development parcel for housing was planned to be closer to the group of designated and non-designated heritage assets than shown in the Local Plan.

For the purposes of this application however the road position has not changed, and the assessment of its impact is much more limited on the setting of these buildings. The road lies some 150 metres plus to the nearest property on Fryern Court road. Landscaping features already existing along Fryern Court Road, and these trees and hedgerows will be supplemented with structural landscaping to maintain a green buffer into the future. The way in which those properties are experienced, and their setting will be less harmed as a result.

There can be no doubt that the development will impact the setting and significance of the heritage assets at Burgate Cross and Fryern Court Road. The impact on the setting was to some extent anticipated when the site was allocated. The policy requirements set out above in particular need to be considered i.e. *Conserving and enhancing the setting of the listed buildings in Upper and Lower Burgate*. The original settlement boundary provided more of a buffer to the heritage assets and there is no doubt that area has been eroded in physical terms. However, the applicants have amended their proposals to take these matters into account and have reduced the level of harm in doing so. Similarly they have amended the roundabout junction proposals and introduced further softening through new tree planting.

Officer conclusions on balancing harm

In both cases it is therefore concluded that there is less than substantial harm to the setting and significance of the heritage assets referred to.

However, it is also necessary to balance this less than substantial harm against the wider benefits. In this regard the provision of the link road is not severable from the whole development as the former would not be built without the latter happening as well. The benefits in this case are therefore the releasing of much needed housing with a variety of sizes and tenures, an element of which is affordable, releasing and making available large new areas of public open space and ANRG, providing a new link road which will ease traffic congestion elsewhere in the town and the concomitant impact on heritage assets in that location, providing improved sustainable travel options such as local footpath improvements and a new bus service and travel plan, providing surface water betterment for the town, providing significant improvements in overall tree planting cover and landscaping of the site, increased levels of biodiversity on the site which suffers at present from an agricultural mono culture of low value, and significant levels of investment money through CIL and other S106 funding streams including £2.5m for education and £404,000 for formal playing pitch improvements.

Overall, it is considered that the public benefits arising from the scheme outweigh the less than substantial harm on this occasion.

Impact on residential amenities and commentary on public comments

The comments set out above cover a wide range of topics. Whilst in general terms the road does not cause any loss of light there are other issues raised which require some comment.

Principle of road

This has been firmly established both by the Local Plan and its policy wording but also by the resolution to grant permission to the parent application 21/11237 covering the whole site. The prospect of a wider ring road outside the strategic sites is not possible as this would require significant land assembly through multiple land owners; was not included in the Local Plan as being required; and would cause greater harm in landscape terms being more divorced from the urban development which it is intended to serve.

Traffic increase on Fryern Court Road and continued rat running on that route.

There is no evidence this would happen. It seems counter intuitive to suggest that local residents who currently use Fryern Court Road would continue to do so when there was a wider and better route available with the new road. There is no evidence either to suggest additional queuing would happen because of the new road. It is considered that Fryern Court Road would be relieved of traffic other than the much smaller number of vehicular movements from the residents who live along its length. The new estate at Tinkers Cross would come out on Whitsbury Road at a point closer to Augustus Park than Fryern Court Road and with the easier accessibility of this new road together with its two way width along its length there is a likelihood that most new residents would use this road rather than the narrower Fryern Court Road. Similarly, any new residents from the Site 17 development joining Whitsbury Road at the newly planned roundabout at the entrance to Augustus Park will use the new link road rather than detour around Fryern Court Road

One letter raises safety concerns regarding how Fryern Court Road will function when the roundabout is in place on the A338. These concerns were considered in detail by the LPA and the Highway Authority as part of the hybrid application. The Highway Authority were satisfied with the proposals for the roundabout.

Impact on wildlife

The Council's Ecologist has confirmed that he is content that the impact of the new road can be managed, and that sensitive design and lighting will not adversely impact on wildlife and protected species. It should also be noted that over 100 trees will be planted just along the road corridor. This will be supplemented by well over that figure across the whole site. The site currently has very little tree cover. Added to that the Ecologist confirms that the site as a whole will deliver over the 10% bio-diversity net gain required by the Environment Act.

Problems associated with road as a new bus route

The bus company has confirmed it is fully in support of the new route and has liaised with the Highway Authority and this Council to amend the position of bus stops and agree the details of the road. The company has assessed the potential various route alterations when leaving the link road at its junction with Whitsbury Road and the various routes possible to the Town Centre. It is confident that the side roads referred to are capable of taking the bus and that this can be confirmed at a later date. The Company are also pleased to be able to achieve a new service with a large contribution from the developer to help fund that service. A new bus service will be a significant sustainable transport option for the many new residents that live along the route including Augustus Park and Site 17 residents (which will deliver over 400 new homes). The Company and the Case Officer also strongly refute the perceived loss of privacy issues referred to by objectors. Any bus will not be stationary when travelling through Augustus Park. Buses running through urban areas very often come close to existing residential properties so this will not be unusual for the small number of properties affected.

Pedestrian linkages severed by the road

The roundabout will have crossing points included in its design. In addition, the objectors do not reference the off-road new pedestrian routes that will be created with a direct pedestrian linkage to the A338 and Fryern Court Road onto the new link road as well as through the new parkland and POS created and through the residential phases giving a much greater choice of routes and a more direct route to both schools on foot avoiding the unpleasant A338 pavement walking route at present particularly with the recent improvements of FP83 and soon to come FP84 providing a wider newly surfaced path to the Junior and Infants School. A further pedestrian linkage is also available from the A338 just to the south of Burgate Cross and to the north of Cross Cottage. The direct route from the A338 to the north of the roundabout will form part of the new road and this will take pedestrians all the way to Augustus Park via a new path and cycleway and then onto the improved FP83 which has links to both the junior and secondary schools. The footpath to the junior school (FP84) will also be widened and its surface improved as part of the first phase of the development of site 18.

Flood risk and waste treatment potential impacts

Both the Environment Agency and the Hampshire Flood Authority consider the scheme to be acceptable. The scheme in terms of surface water will deliver a betterment over the current situation in that an east to west cut off drain will intercept water coming from the north of the site and divert it via the roundabout drainage

system to a local ditch alongside the A338 and then to the River Avon

Impact on Listed Buildings

It is acknowledged there will be some harm to the setting of the Listed Buildings close to the Roundabout as well as at Burgate Cross. The less than substantial harm however is far outweighed by the overall public benefits from the new housing development listed elsewhere in this report. There is no evidence the road or roundabout will damage the fabric of Listed Buildings. Should this happen this will be a civil matter between the houseowner and the construction company. At the present time the nearest property to the roundabout will be moved further away from the traffic carriageway with a wider pavement provided.

Light pollution

There are no objections from the Council's Environmental Protection team regarding this aspect of the development and the impact of car headlights on those nearest properties. The impact on the Dark Skies National Reserve is also taken into account with the type of lighting and the spacing of columns minimising the impact. There has to be a balance here as well with ensuring the road is safe for all users and the County Council's adoption standards.

Impact on Augustus Park

The estate road into Augustus Park was specifically planned to enable the main road running into the site now known as Augustus Avenue being constructed so that it was wide enough to act as a link road to the north together with a dedicated widened footway and cycleway. The Local Plan published in 2018 predated the construction of these properties and their sale. There will clearly be an increase in traffic using Augustus Avenue post construction, but the traffic modelling carried out shows this will be perhaps less than anticipated by the objectors. The modelling includes the traffic from Augustus Park and Site 17 giving rise to less than 350 vehicles in any peak hour equating to less than 6 vehicles per minute at the crossing point into and out of Augustus Park at the junction with FP83. Construction traffic taking into account a one-way system with lorries in through Augustus Park and out through Middle Burgate will be no more than 35 lorries per day through Augustus Park. Should the Middle Burgate access be deemed acceptable by the Highway Authority following minor improvement works this construction traffic will disappear altogether. Safety of children has been taken into consideration by the Highway Authority who raised no objection previously to the use of Augustus Park when giving their recommendation on the parent application.

Construction traffic impact

The fall-back position is construction traffic is allowed in two directions up to the occupation point of the 59th dwelling on phase one. The current proposal is a betterment even without the option of two way traffic using the Middle Burgate access. As to the adequacy of the Construction Traffic Management Plan this will be combined with a Construction Environmental Management plan to deal with noise and dust as requested by the Environmental Protection team and between them there will be adequate safeguards. With regard to monitoring of construction traffic issues there is likely to be more stringent monitoring now that the Council requires monitoring fees and has employed a monitoring officer to oversee strategic site developments. Contrary to the comments made there are traffic calming measures at the entrance to Augustus Park at FP83 and a banksman will be employed by the company to oversee vehicle movements at peak periods. Time restrictions avoiding school drop off and pick up are acceptable. There are safe walking routes to school now in place through

Augustus Park and via a widened FP83 to the Burgate School without touching the new road other than at the crossing point where the road will be narrowed such that pedestrians only have to cross one carriageway. Mud and dirt on the roads of Augustus Park previously when it was being built will not be repeated. Mud on the road during the construction of Augustus Park has been an issue in the past but the applicants now intend to use a dry system which will require less water run off and will be more potentially more effective. Again, this will be monitored and complaints acted upon promptly. The use of Middle Burgate for in and out movements will remove the issue completely or reduce it significantly if one way only as lorries will enter the construction site from Augustus Park so will not be dragging dirt and mud out of a construction site.

Conclusions on local impact.

Notwithstanding the number of objections submitted officers are of the view that all material considerations have been taken into account to minimise such impact particularly during construction periods. There is now likely to be a betterment in place over the fall-back position for construction purposes. None of the other issue raised relating to wildlife, Listed Buildings and environmental impact are sufficient to withhold planning permission. Whilst there will be a change to the nature and character of the road serving Augustus Park it was built physically to act as a link road and it was publicised as such in the Local Plan prior to any of the dwellings on Augustus Park being purchased. Given the position that all statutory and internal expert consultees raise no objections there is no evidence to support the concerns raised by objectors to the extent that would warrant a refusal of permission.

Minerals safeguarding

Policies STR1 and STR9 both advocate sustainable development, and the re-use of minerals that might be found on the site will be part of that requirement. The County Council's response confirms it would be uneconomic to excavate all minerals on site prior to development of the housing site but they do suggest a condition requiring a scheme to be drawn up to show how any minerals found can be re-used which could limit the amount of material brought in or removed from the site thereby benefiting construction traffic movement figures.

The applicant however makes the following points for consideration

.....we think the minerals condition should be deleted. Through application 21/11237, it was accepted by Hampshire County Council that prior extraction was not appropriate and incidental extraction would be appropriate.

Draft condition 30 stated:

Prior to the commencement of any part of the development a method statement covering the following matters shall be submitted to and agreed in writing with the Local Planning Authority.

- a method for ensuring that minerals that can be viably recovered during the development operations are recovered and 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 Minerals Planning Authority upon completion of the development”*

HCC has requested this condition again on this application. However, as part of these link road proposals, there is no excavation proposed with regard to the construction of the link road. Therefore, it is not appropriate for this condition to be imposed for this

application.

Given the above circumstances, and that material will be brought onto the site to build up the link road, officers do not recommend such a condition being imposed for the road application.

11 OTHER MATTERS

CIL contributions are not relevant to this application.

Neither is there is a requirement to carry out an Appropriate Assessment on protected landscapes and European sites outside the development site. An AA was carried out for the larger parent application covering the whole site.

There is no requirement on this occasion to seek contributions relating to other policy matters such as affordable housing, recreational impact or education which are all covered under the parent application.

There is no requirement to enter into a S106 Agreement.

12 CONCLUSION / PLANNING BALANCE

The development proposal before Members has come forward as a result of the adopted Local Plan allocation. The proposal has received a number of local objections but has qualified support from the Town Council subject to various matters being addressed. The overall principle of the link road has been established both by the policies set out in the Local Plan and by the resolution to grant the parent permission in January this year for the wider scheme.

Some of the objections cover matters of principle which the allocation of the site in the Local Plan makes non material. Other objections submitted are not supported by the technical advice of consultees such as the Highway Authority, Environment Agency, Water Authority and Local Flood Risk Authority. No substantive alternative evidence has been submitted to set aside the views of statutory consultees.

The development it is acknowledged will have an impact on the setting of designated heritage assets at Burgate Cross causing less than substantial harm through the road infrastructure works, but this must be balanced against the considerable public benefits both in economic and social terms.

The ecological impact of the development including that relating to protected species has been carefully considered by officers. The impact on ecological matters of importance is assessed that subject to conditions the development will not result in harm to protected species.

Flood risk and surface water attenuation details have been submitted which are acceptable to the Environment Agency and Local Lead Flood Authority. There are no significant impacts either on the local landscape or on the wider statutorily protected landscapes of the New Forest National Park and Cranborne Chase AONB, including the international Dark Skies Reserve.

The Council has had careful regard to the submitted Environmental Impact Assessment. Plans and reports with their conclusions have been amended following discussions with officers and these amendments have been the subject of a further round of consultations and consideration of any comments made by statutory and other consultees and interested 3rd. parties. The Council considers that the environmental impact of the development proposed has been properly framed and that

officers' judgment on the impacts is that the development is acceptable.

Overall given there are no technical objections to the proposal coupled with the principal benefit of an early delivery of a major piece of road infrastructure the proposal is considered to be in line with local and national policy and guidance and recommended for approval subject to conditions.

13 RECOMMENDATION

Grant Subject to Conditions

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:

Link Road General Arrangement (sheet 1 of 3)
1334-WSP-SR-ZZ-DR-C-001_P03

Link Road General Arrangement (sheet 2 of 3)
1334-WSP-SR-ZZ-DR-C-002_P03

Link Road General Arrangement (sheet 3 of 3)
1334-WSP-SR-ZZ-DR-C-003_P03

Link Road Drainage Design (sheet 1 of 3)
1334-WSP-SR-ZZ-DR-C-004_P02

Link Road Drainage Design (sheet 2 of 3)
1334-WSP-SR-ZZ-DR-C-005_P02

Link Road Drainage Design (sheet 3 of 3)
1334-WSP-SR-ZZ-DR-C-006_P03

Link Road Causeway Section & Elevation
1334-WSP-SR-ZZ-DR-C-008 - P01

Link Road Proposed Contours (sheet 1 of 3)
1334-WSP-SR-ZZ-DR-C-009 - P01

Link Road Proposed Contours (sheet 2 of 3)
1334-WSP-SR-ZZ-DR-C-010 - P01

Link Road Proposed Contours (sheet 3 of 3)
1334-WSP-SR-ZZ-DR-C-011_P02

Link Road Vertical Profile

1334-WSP-SR-ZZ-DR-C-012 - P01

Planting plan 1 of 4 248920_TOR_LA_P-002revD

Planting plan 2 of 4 248920_TOR_LA_P-003revD

Planting plan 3 of 4 248920_TOR_LA_P-004revD

Planting plan 4 of 4 248920_TOR_LA_P-005revD

Link Road Alignment (sheet 1 of 3) ITB12264-GA-374B

Link Road Alignment (sheet 2 of 3) ITB12264-GA-375B

Link Road Alignment (sheet 3 of 3) ITB12264-GA-376B

Link Road Exceedance Flow Routes 1334-WSP-SR-ZZ-DR-C-014_P01

Link Road enhanced Swale detail 1334-WSP-SR-ZZ-DR-C-015_P01

Augustus Park Access ITB12264-GA-309H

Visibility shadows ITB12264-GA-382

Reason: To ensure satisfactory provision of the development.

3. Prior to the commencement of development including any site clearance works, a Construction Traffic Management plan (CTMP) shall be submitted to and agreed in writing with the LPA. The development shall be carried out in accordance with CTMP so approved.

Reason: In the interests of highway safety

4. Within three months of the commencement of development the details of all bus stops including their precise location, any signage and bus stop furniture shall be submitted to and agreed in writing with the LPA in consultation with the Local Highway Authority. In addition, the details of the intended adoption body shall be submitted to and agreed in writing with the LPA within six months of the commencement of development.

All bus stop infrastructure shall be in place prior to the opening of the new road to the public.

Reason: To ensure appropriate infrastructure is in place in the interests of sustainable travel options and that future adoption is secured.

5. The development shall be carried out in accordance with the submitted Flood Risk Assessment and addendum FRA, as well as the further exceedance plan details submitted on 29 June 2023. All drainage works as proposed to serve the new road shall be completed prior to the opening of the road.

Reason: To ensure the development creates no flood risk issues in accordance with New Forest 2106-2036 Local Plan policy ENV3 and Strategic Site 18

6. Within one month of the commencement of development full details of the following shall be submitted to and agreed in writing with the LPA
- All tree and plant specification details setting out among other things, soil preparation, amelioration, planting details, tree pits and staking methods, root barriers where needed, and establishment maintenance regimes.
 - Notwithstanding the detail shown on the approved landscape plans the species of planting within the swales together with details of number of plants in each area
 - The method and mechanism for lifting the central hedgerow within the site intended to be retained, its temporary storage within the site and its transplantation in its new location
 - A detailed phasing plan showing the tree and other landscaping being completed in phases to complement the adjoining development parcel phasing as closely as possible.

All planting shall be carried out in accordance with the agreed details.

The landscaping scheme as approved together with the above details shall then be implemented in accordance with the detailed phasing plan, once each part of the link road has ceased to be used for construction vehicles, or otherwise in the first planting season following that cession of use by construction vehicles. Any trees or plants which die, become damaged or diseased within 5 years from the date of planting shall be replaced with the same species or an alternative to be agreed in writing with the LPA and subject thereafter to the same maintenance period from the date of re-planting.

Reason: In the interest of the appearance and character of the area, and biodiversity value, and in accordance with New Forest 2106-2036 Local Plan policy ENV3 and Strategic Site 18, and Policy DM2 of the 2014 Local Plan Part 2.

7. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the [Local] Planning Authority in writing, until an investigation and risk assessment has been undertaken in accordance with Environment Agency's technical Land Contamination Risk Management (LCRM) guidance. Where remediation is necessary a remediation scheme must be prepared to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the [Local] Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the

effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy CCC1 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside the National Park.

8. The development shall be carried out completely in accordance with terms and details set out in the construction traffic management plan as amended.

Reason: In the interests of highway safety and the safety and amenity of the general public

9. No development shall take place (including demolition, ground works, and vegetation clearance) until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP for the road shall be supported by an appended Construction Ecological Management Plan (CEcMP). The approved CEMP (and accompanying CEcMP shall be adhered to and implemented throughout the construction of the road strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

The CEMP shall include the following details -

- (i) The name, e-mail and direct telephone number for the site manager for that phase
- (ii) A programme of works including a plan detailing the extent of the phase to which the CEMP relates
- (iii) The type, volume and frequency of construction traffic movements
- (iv) Construction traffic routing and how will be monitored and enforced
- (vi) Measures to segregate construction traffic from other traffic utilising the site
- (vii) The origin, amount, and nature of any imported soils
- (viii) The maximum number of staff anticipated to be working on site and the number, location, and delineation of parking spaces for site operatives and visitors
- (ix) The location for the loading and unloading of plant and materials (including delivery times and swept path analysis for those vehicles
- (x) The location, security and means of storage of plant and materials used in constructing the development
- (xi) Measures to control the deposition of mud onto the local road network

(xii) Measures to control the emission of dust, dirt, noise and vibration during construction

(xiii) Measures to protect watercourses and soil from pollution

(xiv) Locations and measures to control the emissions where in situ bioremediation or soil washing takes place.

(xv) Hours and days of working on site

(xvi) A travel plan for the workforce including the promotion of car sharing

(xvii) Measures to avoid the inadvertent entrapment of wildlife during construction.

The approved details shall be implemented throughout the duration of construction in that development phase, unless otherwise agreed in writing by the Local Planning Authority

Reason: To ensure the development is carried out in an environmentally appropriate manner without impacting on wider amenity.

10. The development shall be carried out in accordance with the submitted CEMP as may be amended by any update in relation to the archaeological dig and badger report dated June 2023 that has now taken place and in accordance with the following amended details

- Amended BNG Monitoring and Management Plan (and associated metrics)
- Amended Phase II Badger Report
- Amended Updated Preliminary Ecological Appraisal

Reason: In the interests of protecting wildlife and to comply with policies DM2 of the Local Plan Part 2 2014 and the New Forest Local Plan 2016-2036 policy ENV3

11. The development shall be carried out in accordance with the lighting strategy submitted with no further lighting columns erected without the prior written consent of the LPA.

Reason: To ensure that all site lighting can be designed, installed and maintained such that it has no adverse impact on wildlife species of importance, the Cranborne Chase International Dark Sky Reserve, and the setting of the New Forest National Dark in accordance with New Forest Local Plan Policies DM2, ENV3 and STR2.

12. Prior to the commencement of development and before any site clearance works take place, the means of protection of all trees and hedgerows as set out in the approved Arboricultural Report dated 26/04/2023 shall be installed and maintained as such during the works. There shall be no fires lit or rubbish, soil or other materials stored within the root protection zone of any trees meant for retention as well as within any hedgerow protection areas.

Reason: In the interests of the appearance and character of the area and in accordance with Local Plan policies DM2 and ENV3.

13. If development has not commenced by March 2024, an updated badger survey is to be undertaken and a summary report detailing updated survey information and any necessary changes to the proposed mitigation strategy is to be submitted and agreed by the LPA

Reason: In the interests of protecting wildlife and to comply with policies DM2 of the Local Plan Part 2 2014 and the New Forest Local Plan 2016-2036 policy ENV3

14. Prior to the erection of any road signage the details of temporary badger warning signs (to be in place at high risk times of the year) shall be submitted to and agreed in writing with the LPA. Such signage as may be agreed shall be installed prior to the road being opened to the public and maintained as such thereafter.

Reason: In the interests of protecting wildlife and to comply with policies DM2 of the Local Plan Part 2 2014 and the New Forest Local Plan 2016-2036 policy ENV3

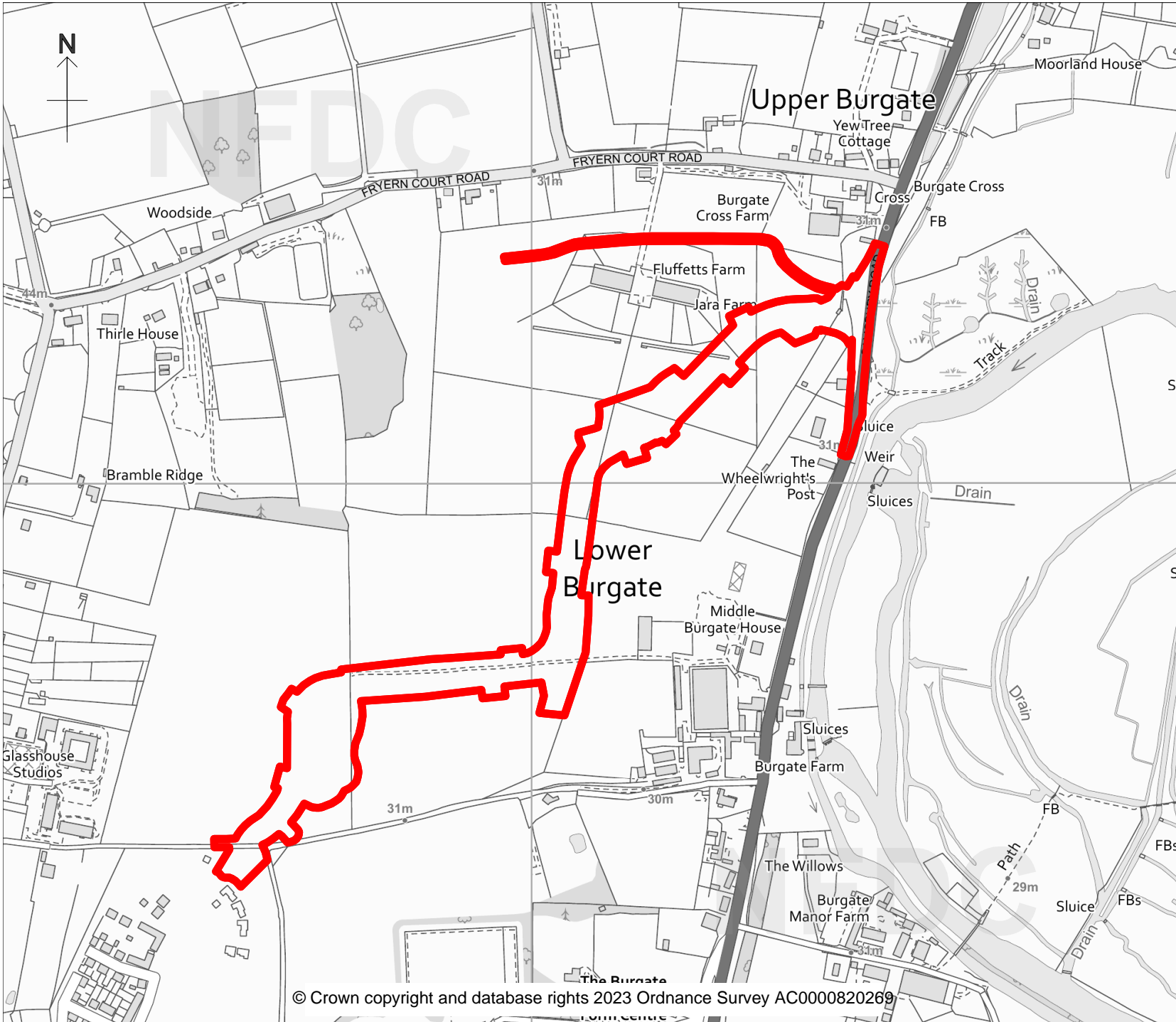
15. Prior to commencement of construction of the simple priority junctions onto the link road, the stagger distance of such junctions shall be submitted to and agreed in writing with the LPA in consultation with the Local Highway Authority.

Reason: In the interests of highway safety.

Further Information:

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New Forest

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PLANNING COMMITTEE

August 2023

SS18 Land North of Augustus Avenue
 and West of the A338
 Salisbury Road
 23/10518

Scale 1:5834

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