



PART 1

EAST HAMPSHIRE DISTRICT COUNCIL

PLANNING COMMITTEE REPORT OF THE DIRECTOR OF REGULATION AND ENFORCEMENT

Applications to be determined by the
Council as the Local Planning Authority

20 March 2025

SECTION 1 – SCHEDULE OF APPLICATION RECOMMENDATIONS

Application Reference:	55318/001
Proposal:	Outline application with all matters reserved except for access, for up to 62 dwellings with vehicular and pedestrian accesses, public open space, landscaping and drainage and associated works.(Amended Description)
Location:	Land west of Beechlands Road, South Medstead
Parish:	Medstead CP
Application Type:	Outline Planning Permission
Applicant:	Bargate Homes Limited
Consultation Expiry Date:	19/12/2024
Application Expiry Date:	08/08/2024
Recommendation:	PERMISSION

The application represents a departure from the Development Plan, therefore under the Council's Constitution, it is referred to the Planning Committee for determination.

Site

The site is currently an agricultural field classified as Grade 3 which is surrounded by a mix of fences and hedges. Along part of the eastern boundary are a line of mature trees that separate the site from a neighbouring paddock with the rest of the eastern boundary adjacent to Beechlands Road. To the north of the site are stables and further housing, to the south the site is adjacent to a public right of way as is the western boundary which abuts Stoney Lane. The site slopes downwards from east to west.

Proposal

Outline application with all matters reserved except for access, for up to 62 dwellings with vehicular and pedestrian accesses, public open space, landscaping and drainage and associated works. Access would be formed on the western side of Beechlands Road, opposite an existing cul-de-sac.

The application has been submitted with a number of Parameter plans that show Land Use, Storey Heights and Development Parcel Areas. An Indicative Layout Plan has been provided.

Amended Plans were received during the course of the application process to reduce the number of dwellings on site from 70 to 62.

The application was submitted with the following documents

- Application Form and Ownership Certificate
- Planning Statement, incorporating Sustainability Statement, Affordable Housing Statement and s106 Heads of Terms (prepared by SLR Consulting)
- Design and Access Statement (prepared by Thrive Architects)
- Statement of Community Involvement (prepared by SLR Consulting)
- Housing Land Supply Assessment (prepared by Pegasus Group)
- Transport Assessment, incorporating Road Safety Audit (prepared by iTransport)
- Framework Travel Plan (prepared by iTransport)
- Flood Risk Assessment (prepared by The Civil Engineering Practice)
- Utilities Statement (prepared by The Civil Engineering Practice)
- Landscape and Visual Appraisal and associated viewpoint photographs and designation plans (prepared by SLR Consulting)
- Ecological Impact Assessment (prepared by LC Ecological Services)
- Biodiversity Net Gain Metric (prepared by LC Ecological Services)
- Arboricultural Impact Assessment and Method Statement (prepared by Barrell Tree Consultancy)
- Tree Protection Plan (prepared by Barrell Tree Consultancy)
- Manual for Managing Trees on Development Sites (by Barrell Tree Consultancy)
- Desk Based Archaeology Assessment (prepared by SLR Consulting)
- Phase 1 Geo-Environmental and Geotechnical Site Assessment (prepared by Geo-Environmental)
- Noise Impact Assessment (prepared by SLR Consulting)

Relevant Planning History

55318 – Request for Screening Opinion - Residential development comprising 144 dwellings
– EIA not required.

Policies and Guidance

CP01 Presumption in favour of sustainable development
CP02 Spatial Strategy
CP10 Spatial strategy for housing
CP11 Housing tenure, type and mix
CP13 Affordable housing on residential development sites
CP14 Affordable housing for rural communities
CP18 Provision of open space, sport & rec & built fac
CP19 Development in the countryside
CP20 Landscape
CP21 Biodiversity
CP23 Gaps between settlements
CP24 Sustainable construction
CP25 Flood Risk
CP26 Water resources/ water quality
CP27 Pollution
CP29 Design
CP30 Historic Environment
CP31 Transport
CP32 Infrastructure

Medstead and Four Marks Neighbourhood Plan (MFMNP)
Policy 1 – A Spatial Plan for the Parishes
Policy 7 – Local Green Spaces
Policy 11 – Sustainable Drainage Systems

Consultations and Town/Parish Council Comments

HCC Highway Authority - No objection subject to conditions and obligation.

Ecology: Comment – Applicant needs to show how they have tried to address BNG on site as part of the BNG Hierarchy which is embedded in the BNG Guidelines. Regarding hedgerows it is considered that there will be insufficient room to adequately manage the retained and newly planted hedgerows in a space less than 5 metres. Concern whether future layout will be able to protect and enhance the hedgerows.

Lead Local Flood Authority - No objection subject to Condition.

Landscape - Comment – Needs further information and this can be included in Reserved Matters application/condition.

HCC PROW – Contribution of £52,425 is required to carry out works on BOAT 9

Hampshire Fire and Rescue – Standard Advice applies.

NHS Integrated Care Board– No requirement at this time for a contribution.

Environmental Protection – No objection subject to Conditions.

Natural England – No objection

HCC Archaeology – No objection subject to Conditions.

EHDC Housing Officer – No objection subject to securing affordable housing.

EHDC Drainage Officer - Comment – any future drainage development will require satisfactory surface water drainage and Thames Water would need to confirm they have capacity in the system for foul drainage.

EHDC Arboricultural Officer – Indicative plans does not demonstrate space for unobstructed growth and introduction of good sized trees.

EHDC Waste and Recycling – If development is not to be adopted there would need to be a letter of indemnity to allow Council waste collection to enter site. Requisite bins would need to be purchased from the Council.

Medstead Parish Council

- Objects to application, this site with others in the system will cause significant harm to the locality
- Aware each application on its own merits but there must be a consideration of the settlement as a whole.
- At the recent Reg 18 stage of the EHDC draft Local Plan assessed the need at 210 dwellings across three sites

- Under the current Local Plan the settlement was expected to expand by 175 dwellings with a further 45 'windfall' dwellings. At end of 2022 646 houses had been granted consent with recent Appeal and further applications this rose to 709.
- Under Reg 18 consultation there was a proposal to build some 1100 dwellings
- 2019 Appeal decision for Land at Friars Oak Farm where the Inspector agreed with concerns on unplanned development in the area
- Distances to facilities and bus stops are over 900 metres away which is too far.
- Site would not provide long term local employment
- Social impact of imposing developments on the village in short timescale makes it difficult for new residents to assimilate themselves into village life.
- Application only provides aspirations in line with EHDC Climate Change but does not commit to it.
- Local public transport system has limitations with only 8 bus services in the district leaving large areas unserved by buses.
- The application does not address the impact on local traffic networks or assessed the need for supporting those without private vehicles.
- Parish Council believe that Affordable Housing has not been dispersed through the site but massed to the rear of the site.
- Disappointed with Sustainability Statement
- Inaccuracies in Transport Addendum
- Statement of Community Engagement did not allow for discussion as it suggests.
- HCC requested Applicant measure distances to facilities from centre of site this is not in accordance with National Model Design Code Guidance
- No street lighting in the area apart from where it is required for safety
- Only Leisure activity accessible for the site is the Heritage Railway
-

Four Marks Parish Council – No response

Representations

184 Objections, 2 Support and 2 Neutral Comments

Objections

Principle of Development

- Application does not comply with Local Plan policies or Neighbourhood Plan policies
- A number of Appeal decisions conclude that there is insufficient infrastructure and lack of social benefit to more dwellings
- Affordable Housing mix needs to reflect current need in EHDC area.
- Medstead has had 544 houses permitted between 2014 – 2024 mostly built on green fields
- Density of development is too high
- Settlement is becoming overdeveloped.

Highways

- Most new residents on the development would drive to local facilities
- Despite the proposed improvements for pedestrians along A31 this is not a pleasant route
- When Watercress Line is operating pedestrians have to use the bridge which is difficult with a bike or pram
- Survey in 2023 shows very little cycling occurs in area – likely due to narrow roads, unlit and in poor condition.
- Boyneswood Road/A31 junction was indicated as heading over capacity under another application in the area this was dealt with by contribution application's TA shows it is under capacity.
- TA says average queue lengths at Boyneswood Road/A31 junction averages 0 to 1 vehicle at peak times
- New access is opposite an existing access which is already a poor access.
- New access onto Stoney Lane this lane has vehicle access to dwellings along it and will be much busier.
- Speed monitoring that took place fell short of a properly conducted survey
- A footpath should be installed along Five Ash Road/Red Hill
- Area is already congested
- Boyneswood Road bridge is degrading in places

Character of Area

- Insufficient parking can lead to on street parking and parking in front garden areas all of which are unattractive
- Beechlands Road was peaceful and quiet and never a through road previous developments by Bargate did not create a development in keeping
- Village has no central facilities
- Design is out of keeping in density and style

Drainage

- Parts of Lymington Bottom Road regularly floods
- The additional building in the area since 2015 has resulted in more flooding
- Housing on higher land surrounding Lymington Bottom Road as this application will increase flooding
- Beechlands Road floods at the entrance and this is difficult to manoeuvre as a pedestrian.
- Concern about connection of foul sewage on previous development it was not clear what Bargate did.

Ecology

- There would be a loss of habitat and replacement planting does not always do well
- Additional domestic cats would be in the area and they are known predators
- Application says it is unable to meet the 10% biodiversity requirement
- Off site BNG should not be allowed particularly in a village location
- Where will wildlife that uses the site go.
- Application does not adequately address mitigation

Other Matters

- Only providing just over the minimum public open space
- Development will not deliver any benefits other than those seen for any housing development
- Developer previously ignored their own CEMP
- LAP never delivered possibly due to location of badger sett not sure it was found an alternative location.
- Should be an inventory on the impact the increased housing levels in the area have already caused.
- Local infrastructure overwhelmed
- Medstead is becoming a small town instead of a village
- How noisy would the pumping station be and it is located in an area that floods
- Construction of development causes significant public health concerns
- Bargate have not been clear on what they want to develop in South Medstead they have been looking at the area since 2019
- Loss of view for current residents

Support

- National Housing Crisis, more delivery is crucial
- EHDC has no Local Plan and is arguing that the housing need is too high
- Despite recent developments the roads have not ground to a halt and the school is still accepting pupils
- Developer builds a quality product
- This site looks like a good much needed infill site
- Village has excellent facilities

Neutral

- Hampshire Swifts request one swift brick per new dwelling
- Junction with Five Ash Road and Beechlands Road always floods the drainage from the site and any other modifications would be required to make this better

Planning Considerations

- Principle of Development
- Impact on the Character and Appearance of the area
- Impact on amenity
- Highway Matters
- Drainage and Flood Risk
- Affordable Housing
- Public Open Space
- Ecology
- Heritage
- Infrastructure

Principle of Development

As required by section 38(6) of the Planning and Compulsory Purchase Act 2004, applications must be determined in line with the adopted development plan for the area, unless material considerations apply. The development plan for East Hampshire District Council and this proposal comprises the East Hampshire District Local Plan: Joint Core Strategy the 'saved' policies of the 2006 East Hampshire District Local Plan: Second Review, the East Hampshire District Local Plan: Housing and Employment Allocations (2016).

The proposed development is for new residential development on a site located outside the settlement boundary of Medstead or Four Marks. In policy terms, policies CP2, (Spatial Strategy), CP10 (Spatial Strategy for Housing) and CP19 (Development in the Countryside) of the East Hampshire Joint Core Strategy (JCS) are relevant in determining the acceptability in principle of this proposal.

The spatial strategy for the district is set out in Policy CP2 of the JCS and which directs new development growth in the period up to 2028 to the most sustainable and accessible locations in the district in accordance with the hierarchy of settlements. Four Marks / South Medstead is identified as a Level 3 Small Local Service Centre which are settlements considered to have a more limited range of services and are suitable locations to accommodate some new development. Policy 1 of the MFMNP also designates a Settlement Boundary and this site is outside of this area.

Policy CP10 sets out a housing specific spatial strategy, for which Four Marks / South Medstead has been allocated a minimum of 175 dwellings over the plan period. The policy makes clear that sites for housing will be identified through the Allocations Plan and the JCS with settlement policy boundaries being adjusted in response to newly made allocations. The application is not allocated for residential development in the JCS or the EHDC Allocations Plan.

Policy CP10 further advises that, in addition to site allocations and development that accords with Policies CP14 (affordable housing for rural communities) and CP19 (development in the countryside), development outside settlement boundaries will only be permitted where it: meets a community need or realises local community aspirations; reinforces a settlement's role and function; cannot be accommodated within a built up area; and has been identified in a made neighbourhood plan or has clear community support.

Policy CP19 (Development in the Countryside) of the Joint Core Strategy operates as a policy of general restraint to protect the countryside for its own sake. The policy limits development to only that which has a genuine and proven need for a countryside location. It doesn't impose a blanket ban on development, as is evident from the dwellings that have been granted permission both at appeal and by the Council in many areas of our district outside a settlement boundary. This site lies outside the settlement boundary for Four Marks / South Medstead and is therefore within the countryside for the purposes of the development plan. The proposal therefore falls to be considered against the provisions of Policy CP19 of the JCS, which restricts development to that '... with a genuine and proven need for a countryside location, such as that necessary for farming, forestry, or other rural enterprises.

Policy CP14 (Affordable homes for rural communities) does allow for residential development outside Settlement Policy Boundaries, but this is for a fully affordable housing scheme to meet the needs of local people. This scheme is not proposed as a rural exception site under JCS policy CP14.

The application site lies outside the Settlement Policy Boundary of Medstead and the development is not for affordable housing to meet the needs of the local people as a rural exception site. As such, the proposed development is contrary to Policies CP10, CP14 and CP19 of the Local Plan: Joint Core Strategy. In such instances, where a development proposal is found to be contrary to one or more policies of a development plan the proposal may only be considered acceptable where material considerations indicate a departure from the development plan is justified.

Policy 7 of the MFMNP designates Local Green Spaces where new development other than in very special circumstances will be refused. Part of the site is located adjacent to the Stoney Lane Strip Local Green Space.

Emerging Plan

The Draft East Hampshire Local Plan (2021-2040) was published under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations (2012) for consultation purposes on the 22 January 2024 for public consultation. As part of the Council's emerging Local Plan, a settlement policy boundary review was carried out.

Whilst these only form part of the evidence base in support of the Council's emerging Local Plan that holds no weight at this early stage, and any changes to settlement boundaries would need to be formalised by the relevant statutory process, including public consultation.

Five-year housing land supply

The revised NPPF was published in December 2024. The National Planning Policy Framework (NPPF) requires Local Planning Authorities (LPA) to actively manage their housing land supply and demonstrate that the authority can identify a supply of specific deliverable sites for the next five years. EHDC has now published the East Hampshire Five-Year Housing Land Supply Position Statement which advises that EHDC only has 2.7 years supply of housing land.

Previous Development and Appeal Decisions

The Parish Council have raised the issue of previous development and the number of houses that have been constructed in Four Marks / Medstead that exceeds the allocated amount set out in the JCS and the amount of dwellings allocated to the area within the recent Regulation 18 consultation. They also raise Appeal decisions where Inspectors have raised concerns about the impact of unplanned development on the area. This is noted but with a 2.7 year Housing Land Supply, EHDC are having to apply a 'tilted balance' to the assessment of planning applications.

Whilst the principle of development has been held not to accord with the Development Plan for East Hampshire, the effect of footnote (8) to paragraph 11(d) of the NPPF is that the Council's current inability to demonstrate five-years supply of land for housing triggers the application of the tilted balance. This means that the policies which give rise to an 'in principle' objection to the scheme, are to be treated as out of date and the planning balance is tilted in favour of granting permission unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

Impact on the Character and Appearance of the area

Policy CP20 of the JCS requires proposals to conserve and enhance local distinctiveness and which states proposals are required to protect and enhance settlements in the wider landscape and land at the urban edge.

Policy CP29 of the JCS sets out a number of design-based criteria and requires proposals to ensure that the layout of development contributes to local distinctiveness and sense of place and is appropriate and sympathetic to its setting in terms of scale and density and relationship to adjoining buildings.

Design and Layout

The application is in Outline with only access to be considered but a number of Parameter Plans have been provided. These show the developed area, the open space, the storey heights of development and an indicative layout.

The Parameter Plans show that access to the development would be from Beechlands Road and this is a fixed point and is for consideration under this application. The Parameter Plans show development up to the boundary hedges of the site on all sides. An area of open space is proposed on either side of the entrance to the site with a larger space located on the north western boundary with Stoney Lane. Storey heights are shown as primarily two storey with an area of single storey along the frontage with Beechlands Road which reflects the bungalows that are opposite the site.

Whilst the application is in Outline with only access to be considered a plan has been provided that shows that 62 houses can be accommodated on the plot. The indicative layout shows a development that reflects the surrounding newer housing developments in the area. An area of open space is shown and the existing hedges that surround the site are proposed to be retained and these have a small buffer between them and the built development. As the application is for up to 62 dwellings the Reserved Matters (RM) application may result in a lesser number of dwellings, however the LPA may not be able to resist an application that sought the full 62 dwellings.

Whilst the layout will be considered at RM stage, the Parameter Plans and indicative layout show that an appropriate form of development is possible, that it would allow for the retention of landscape features and the creation of green space within the development.

Landscape

The Landscape Character Assessment for East Hampshire District Council describes the area as an elevated, undulating plateau with a mixed farm landscape reflecting variations in soil type and includes considerable areas of pasture managed by horse grazing. Four Marks is the third highest point in the county and there are extensive views to the south and south east. Settlements are mostly isolated farmsteads with linear villages, Four Marks is the exception in that it is a notable large village.

The site is consistent with the Landscape Character Assessment as it is at present open pasture. There are limited long reaching views of the site but the development will have an impact at a more localised level, enclosing a section of Stoney Lane with dwellings and losing the open field view eastwards towards Beechlands Road over the field. The mature trees along part of the eastern boundary, whilst remaining, would be obscured by the presence of the proposed dwellings, altering a countryside view to a more suburban one.

From Beechlands Road the open aspect of the edge of countryside location would be partly lost as one of the fields that face onto Beechlands Road would be lost to housing. The retention of the front boundary hedge would help the development to blend in with the wider area.

The application was submitted with a Landscape and Visual Impact Assessment (LVIA) that was further updated in October 2024 and the Landscape Officer concludes that this was a useful and appropriate assessment of the area. It is accepted that the impact of this development is localised and this is due to the characteristics of the wider landscape and the particular location of this development. The LVIA categorises this as 'medium/slight' but the Landscape Officer considers it to be more 'medium/substantial' due to its small scale and the nature of the change from two fields to an entirely built residential area. The Landscape Officer still raises some concern and does not consider that the application complies with Policy CP20.

This is noted, however landscaping is a reserved matter and as such the plans at present do not show the full extent of landscape works or the finer detail of the development. The Parameter Plans do show the retention of existing landscape features and the creation of new landscaped areas which would allow an opportunity for the concerns of the Landscape Officer to be addressed in terms of increasing larger tree species and creating a linked Green Infrastructure strategy for the site.

The Arboriculture Officer also raised concern that the proposal does not demonstrate space for unobstructed growth of existing trees and introduction of good sized trees, with sufficient soil volumes and space to reach maturity in good health and condition without ultimately resulting in a future obstruction/conflict with the highway, utilities and properties. The plans at present are indicative and since the Arboriculture Officer's comments the number of dwellings has been reduced to 62 from 70. It is considered that as Landscaping is a reserved matter, the issues raised by the Arboriculture Officer can be controlled through the RM application.

It is considered that the development can deliver a layout that will protect and enhance the local distinctiveness of the area.

Amenity

Policy CP27 requires development to not have an unacceptable effect on the amenity of occupiers of neighbouring properties through loss of privacy or through excessive overshadowing. The application is in Outline with only access to be agreed, the layout plan submitted is indicative and shows a potential layout of the dwellings. It is considered that the future internal layout of the site can be designed to ensure that there would be no overlooking/overshadowing between future dwellings. There are two existing dwellings one adjacent to Beechlands Road in the south-east corner and the other is located adjacent to the Stoney Lane in the south-west corner of the site. At present amenity cannot be fully assessed as the layout of the site has not been agreed upon. However, it is considered that the site does allow for a layout that would accord with Policy CP27.

Highways

Policy CP31 of the Joint Core Strategy requires development to encourage sustainable modes of transport and reduce reliance on the private car and that new development should be located and designed to reduce the need to travel. Development that is likely to generate a significant number of additional vehicular movements will normally be expected to be located near existing centres and supportive infrastructure. New development should be located and designed to reduce the need to travel. The policy states that development proposals will include a range of mitigating measures and, where appropriate, will be required to ensure that highway design and associated signing meets the needs of vehicular traffic and the need for safety whilst also placing a high priority on meeting the needs of pedestrians, cyclists and public transport users and without detriment to the quality of the environment.

Paragraph 115 of the NPPF states;

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- (a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- (b) safe and suitable access to the site can be achieved for all users;*
- (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

Paragraph 116 of the NPPF states:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

In paragraph 117 of the NPPF it states that applications for development should:

(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

The Highway Authority is seeking a modal shift towards more sustainable modes of transport and when considering housing developments, consideration is given to providing an improved network of sustainable highway solutions so that there are attractive alternatives to using the car. Notwithstanding the above the application was submitted with information on vehicle movements as it is accepted that future residents would still drive to and from the site utilising the local road network.

External Highway Network

There is concern within the area raised in representations received regarding the sustainability of the site and the cumulative impacts of all development within Four Marks / South Medstead. To help assess these applications the Highway Authority has carried out modelling works on the A31 corridor between Boyneswood Road and Lymington Bottom Road and up to the bridge features on Lymington Bottom Road and the A31. To address the sustainability of the site, HCC has undertaken some study work to look at improving sustainable access to Four Marks school and along the A31 corridor to allow access to the facilities in the village.

A31 Corridor

The modelling carried out by HCC has concluded that increased flow of traffic on the A31 does increase congestion on Boyneswood Road during the AM peak hour period. The delay at its worst is shown as traffic queuing back to the railway bridge on Boyneswood Road which is not considered so significant to require junction improvements. However it is considered that the more houses that are built in the area the more likely that both Boyneswood Road and Lymington Bottom Road would be queuing back to the level with the railway. To mitigate the additional traffic from this development HCC are requiring improvements to sustainable travel measures.

The impacts on Boyneswood Road and the increased flow on the A31 could be suitably mitigated by a combination of physical strategies and behaviour change campaigns promoting and incentivising sustainable modes and the improvement measures that have been put in place. The Highway Authority has also created a Safer Routes to School (SRTS) Strategy which seeks improved direct access to Four Marks School as well as improving park and stride locations.

The Highway Authority have reviewed the current funding allocations within the Four Marks area from existing consented development. In total the works identified for the A31 corridor and the SRTS Strategy require a total of £1.5 million to deliver. When calculated at a cost per dwelling basis, based upon currently anticipated potential forecast growth within Four Mark, this equates to a cost per dwelling of £4,348.07. A contribution is therefore sought totalling £269,580.34 based on the 62 dwellings. This should be secured through a s106 toward implementing the following measures:

- SRTS strategy
- A31 walking strategy
- Behaviour change measures to support the strategy implementation
- Yellow box marking at the Station Approach/Lymington Bottom Road junction
- Wayfinding

The Transport Addendum also indicates that the development would generate significant number of new trips to Medstead C of E Primary School generating up to 20 primary aged pupils, however these would not necessarily be wholly new trips as some pupils would be educated privately or be already enrolled at the school or they would be linked to trips with parents driving to work following school drop off. Due to the rural location of the school and its relationship to the site there are no safe walking routes and there would be a reliance on the use of the private car. Whilst the applicant has made observations on the morning drop off at the school and identified no issues, the Highway Authority carried out the same exercise and concluded that parents do park south of the bowls club where there is no footpath present leading to verge damage and parents walking in the carriageway with children. There is scope to extend the footway to enable safer drop off and this is considered suitable mitigation for the demands of the site.

Sustainable Transport

The Applicant has identified a number of off-site works to include the accessibility of the site.

- A 3m wide footway/cycleway tarmacadam connection at the end of Beechlands Road (near Mulberry Gardens) to connect to Boyneswood Lane as shown on drawing 103 Rev E and partially on drawing ITB13450-GA-010REVC. It should be noted that this should include a tarmac connection into the public right of way itself for the extent of the S278 works.
- The regulation and replenishment of the surface material of 277m of Boyneswood Lane between Beechlands Road and Boyneswood Road as shown on drawing ITB13450-GA-010REVC.
- A 2m footway at the eastern end of Boyneswood Lane to connect the footway in Boyneswood Road as shown on drawing ITB13450-GA-010REVC
- New tactile paving at the existing crossing of Boyneswood Road (at the end of Boyneswood Lane) The resurfacing of the existing western footway on Boyneswood Road between Boyneswood Lane and the railway line as shown on drawing ITB13450-GA-010.
- The trimming back of vegetation overhanging the highway on the north side of the Boyneswood Road approach to the railway line as shown on drawing ITB13450-GA-010REVC.

Contributions under S106 need to meet the tests as set out in the CIL Regulations and these are:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

Necessary to make the development acceptable in planning terms

The sustainable transport works are considered necessary to provide a realistic alternative to the car and over time encouraging a modal shift away from cars to other forms of transport.

Directly related to the development

The works are directly related to the development in that they improve pedestrian, cycle and public transport links to the development. Future occupiers would need to be able to see that an alternative to the car is a realistic option that helps facilitate movement to key locations.

Fairly and reasonably related in scale and kind

The contribution of £269,580.42 is fairly related in terms of the scale of the work proposed and would provide for the works required to help facilitate a modal shift towards more sustainable transport options

Public Rights of Way

The additional dwellings will put pressure on the local Rights of Way network. Development needs to promote sustainable active travel and reduce the need for private car use. The longer distance footpath The Writers Way which links Alton to surrounding villages passes through Medstead and Four Marks, this route runs along Chawton Byway Open to All Traffic 9 (BOAT9) which is approximately 700 metres from the site. BOAT 9 is important in the connectivity of Medstead / South Medstead and Four Marks. The additional dwellings would likely increase use of BOAT 9 and as such the Countryside Service have requested a contribution towards its upkeep. There is a good Right of Way network in the area and it is considered that it is not unreasonable that future occupiers of this development would utilise this RoW. However, the development is for 62 houses and as such whilst this would have an impact on the RoW existing occupiers of the area would also be impacting on its upkeep. It was considered reasonable that due to the distance from the application site that a contribution was sought for the improvement of the first 300 metres of BOAT 9 when joining at Boyneswood Lane. This has been calculated as £52,425.

This contribution is considered necessary in planning terms as the existing RoW is likely to be degraded by the future occupiers of the development, it is directly related as it is the most direct walking route to facilities within Four Marks and only taking a contribution for 300 metres as opposed to the whole length of the route is considered to be fairly and reasonable related in scale and kind.

Proposed Access

The application is in Outline with access to be agreed at this outline stage, the proposed access would be on Beechlands Road and would be 5.5 metres wide with 2 metre footways on either side of the roadway. To achieve the 2.4 x 43m visibility splay there would be some loss of the existing hedgerow along the frontage with Beechlands Road whilst it would be thinned in other areas. A pedestrian access further to the north east of the proposed vehicle access is shown and this would also require some loss of the hedgerow. The Highway Authority has raised no objection to the proposed access.

Due to the layout being a reserved matter, the internal road layout and parking level are unknown.

It is considered that the proposed development would accord with Policy CP31 of the JCS.

Drainage and Flood Risk

Policy CP25 of the JCS deals with Flood Risk and Surface Water Drainage and requires development to have no net increase in surface water run-off and if within a flood risk area to meet certain criteria. The application is submitted with a Flood Risk Assessment. The site is located within Flood Zone 1 which is the lowest risk of flooding.

Surface Water Disposal

For surface water discharge, the drainage hierarchy notes the following list of drainage options in order of preference:

- 1 Infiltration to ground
- 2 Discharge to a watercourse
- 3 Discharge to a surface water sewer
- 4 Discharge to a foul water sewer

The proposed surface water drainage strategy is based on infiltration to ground within the chalk substrata which is typically between 1m and 5m below ground level. The strategy suggests that infiltration into the chalk bedrock below the clay layer will be most appropriate and suggests soakage trenches into the chalk. This is based on known local geology. Internal roads would be drained by a trench soakaway backfilled with a 30% voided stone, which would be constructed along the centreline of the onsite highways and intersecting the chalk substrata. The trench would deal with water from all positively drained areas of the site. Impermeable baffles will be required at suitable lengths to ensure that surface water cannot migrate to the lowest parts of the site allowing water to be held on site until it infiltrates. The Lead Local Flood Authority (LLFA) have requested groundwater monitoring to ensure that the drainage strategy is feasible and this would be secured through a condition.

Foul Drainage

Foul water would be discharged to the public sewer located beneath Boyneswood Lane.

The proposed Drainage Strategy would ensure that the proposed development would be discharged to ground through infiltration to ground and this would reduce greenfield run off rates. The LLFA have raised no objection to the proposed drainage strategy, subject to a Condition. Having regard to the above, the development accords with Policy CP25 of the JCS.

Affordable Housing

Policy CP11 of the JCS seeks to provide a range of dwelling tenures, types and sizes to meet housing needs. The strategy is to ensure that all residential development helps to address the diversity of housing needs of local people at all stages of life by providing a mix and choice of homes by type, size, and tenure and cost.

The number of applicants who have registered on Hampshire Home Choice (HHC) with a local connection with Medstead, Four Marks and the wider district (live, work or have family there) is currently.

Hampshire Home Choice – Bedroom Size	Medstead Connection	Four Marks Connection	East Hampshire Connection
1 bed	15	23	874
2 bed	12	22	469
3 bed	12	15	298
4 bed	3	7	100
Total	42	68	1741

The 'Affordable Housing Statement' (AHS) confirms 40% affordable housing will be provided, which equates to 24.8 affordable homes. The applicant could provide 24 affordable homes on site with a commuted sum payment for the 0.8 of a dwelling, or could round up the affordable provision to 25 dwellings.

The affordable housing proposal has been included within the Planning Statement. The proposal includes 40% affordable housing, with a tenure split of 70% social/affordable rent / 30% shared ownership.

As the application is in Outline, the final details of tenure and dispersion through the site are yet to be agreed upon. However, the indicative housing mix as proposed in the Affordable Housing Statement is suitable as it meets the identified need. As such the application meets the requirements of CP11 of the JCS.

Public Open Space

Policy CP18 and the Open Space Study 2018 require that new residential development makes provision towards public open space, with the expectation for larger developments being that this public open space should be on site. Public Open space includes the following typologies:

- Parks and Gardens
- Natural and semi-natural green space
- Amenity Green Space
- Allotments
- Provision for children or young people.

Public open space (POS) provision is provided at the following rate of 3.24 hectares of public open space per 1000 population.

The policy requirement equates to approximately 0.48 hectares. The site provides 0.37 hectares which is under what the policy requires. However, this reduction in provision can be explained by the fact that Allotments and Parks and Gardens are normally sought above 250+ dwellings. This site clearly falls well below this threshold. Based on the thresholds set out in the Open Space Strategy of 2018 the development provides the required typologies of open space to the correct standard. The final detail of this space would be secured through the S106 agreement, but the Parameter Plans do show that the development can provide open space in accordance with the Council's standards and in accordance with Policy CP18.

Ecology

Policy CP21 deals with Biodiversity and it requires development to maintain, enhance and protect the Districts biodiversity and its surrounding environment. The application has been submitted with a number of documents relating to Biodiversity and include:

- LC Ecological Services Limited's Ecological Impact Assessment dated April 2024
- Illustrative Landscape Masterplan dated Oct 2024
- LC Ecological Services Limited's Ecological Impact Assessment (EclA) updated Oct 2024
- Statutory Biodiversity Metric dated Oct 2024

The Ecology Assessment advises that the site is of regional importance for foraging and commuting bats. There is also an indication that the site previously supported a 'good' population of slowworms and a low population of grass snakes. The site supports a number of native hedgerows in good condition. The hedge on the far southern boundary bordering the right of way known as Boyneswood Lane is considered as Important under the Hedgerow Regulations. The hedge along the western boundary in so far as it bounds the neighbouring field and the hedge to the east of the site with the row of mature beech trees located within it are considered borderline important hedgerows. The Council's Ecologist has requested a buffer of 5 metres between the development and the hedgerows. The Ecological Report does say that the buffer would be 5 metres, but this would be measured from the centre line of the hedge and for the more established hedges the buffer between the hedge and the development could be reduced to 2 metres. The Council's Ecologist does not consider this sufficient to allow for management of the hedgerows.

The concerns of the Council's Ecologist are noted, as this application is in Outline the location of the dwellings are not fixed, it is accepted that the Parameter Plans show the developable area to within 2 metres of the centre line of the hedge in one location however the separation of the development area and the centre line of the hedge is on average 4-5 metres. Whilst it is accepted that there is a difference of opinion between the Council's Ecologist and the Applicants Ecologist, the Parameter Plans do show that there is separation between the hedgerows and the developable area and it is considered on balance that the hedgerows do have sufficient space to be retained.

Biodiversity Net Gain (BNG)

BNG is an approach to development that aims to leave the natural environment in a measurably better state than it was beforehand. BNG is a legal requirement introduced with The Environment Act 2021 and implemented by Schedule 7a of the Town and Country Planning Act 1990. BNG requires the submission of a Biodiversity Gain Plan (BGP) post permission which is secured through the BNG condition which is attached to all applicable planning permissions. The BGP is the mechanism to confirm whether the development meets the biodiversity gain objective of at least 10% net gain will be met for the development. The LPA can give consideration to whether the BGP is capable of being successfully discharged. As this application is in Outline, not all information is yet available, however Parameter Plans have been provided and these show the areas of development and areas of open space/landscaping which does allow a high level assessment of whether the proposed on site gains are achievable in terms of space provided.

The development proposes the retention of most of the hedgerows that border the site, with the only loss being where the new access is proposed, the retained hedgerows are proposed to be enhanced and the Applicant believes that there is likely to be a net gain in hedgerow habitat in excess of 10%. All trees that border the site are proposed to be retained and further tree planting is envisaged. The biggest loss would come from losing the neutral grassland which makes up most of the developable area. This would need to be compensated and mitigated, and it is proposed that this would be achieved by off-site credits. At this time, it is not known where these off-site credits would be, but it is indicated that they would be from a local provider.

The development is required to provide 10% net gain in habitat, and it is considered that this should be achievable with the combination of off-site credits and on-site habitat.

Heritage

Policy CP31 requires development to conserve and where possible enhance the District's historic environment. There are no Listed buildings or Conservation Area in the area of the site.

Infrastructure

Policy CP32 of the JCS states that where the provision or improvement of infrastructure is necessary to meet community or environmental needs associated with new development or to mitigate the impact of development on the environment, the payment of financial contributions will be required through planning obligations and/or the Community Infrastructure Levy (CIL) to ensure that all such development makes an appropriate and reasonable contribution to the costs of provision. CIL was implemented by the Council in 2016 and the proposed land use in this application would be CIL liable. The current charging schedule for this part of the district requires a CIL payment of £180 per sqm.

Integrated Care Board

The GP surgeries within the catchment area that this application would affect currently have sufficient infrastructure capacity to absorb the population increase that this potential development would generate. The two surgeries impacted by this development, Boundaries and Mansfield Park have both had full funding from CIL for extensions to increase capacity and these are progressing. There has been no indication at present that there is a need for further extensions at this time to these surgeries over and above what is progressing.

The above extensions are already progressing and the ICB have indicated that no contribution is required.

Education

HCC Education department have been consulted on the application, but no response has been received. Recent applications in the area where HCC Education have responded do not indicate that there is capacity issue within the local schools.

Environmental Impact Assessment (EIA)

The Local Planning Authority received a request for an EIA Screening Opinion for a scheme of up to 144 dwellings in 2014. The Local Planning Authority's Opinion was that the scheme was not EIA development - i.e. development requiring an Environmental Impact Assessment. Since 2014 the EIA Regulations have been amended with a view to streamlining the process, reducing administrative burdens on businesses while still maintaining environmental standards by focusing on significant environmental effects of a project making the process more targeted and efficient. Whilst a further EIA has not been submitted this application represents a reduction in housing numbers from the EIA of 144 dwellings and the EIA Regulations have been tightened to only target significant environmental impacts.

Response to Parish/Town Council Comments

The Parish Council raised a number of comments across their two objections. Of the latter representation the issues that were raised were as follows;

Previous Appeal Decisions

Number of dwellings granted permission or built

Affordable Housing

Lighting

Footpaths

Highways

It is considered that these issues have been discussed and addressed within the appropriate sections of the above report.

Planning Balance

The site is located adjacent to but outside of the settlement boundary for Four Marks / South Medstead and as such conflicts with policies CP2, CP10 and CP19 of the Joint Core Strategy.

The proposal however does accord with the Local Plan in that it would not have an unacceptable impact on highways, landscape, amenity, drainage and flooding.

The Council cannot demonstrate a 5 year housing land supply, under Paragraph 11(d) of the NPPF this triggers what is known as the 'tilted balance.' This means that where there is an 'in principle' objection these policies are considered to be out of date and the balance tilts in favour of granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

Paragraph 7 of the Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. To achieve this paragraph 8 of the Framework provides three overarching objectives: economic, social and environmental.

Economic benefits of the proposal would include the period of construction which would bring additional jobs and revenue into the area. Future occupiers of the development would also increase spending in the area and would support local businesses and community groups. This would attract weight in support of the scheme.

Social objectives would include providing a range and type of dwellings to support the population, there would be a variety of house types and sizes proposed including affordable homes which would be of benefit to the local population.

The proposal would have an impact on the environment and this is acknowledged but this is not considered to be significant. Areas of landscaping would be provided within the site and apart from the access point the existing hedgerows would be retained.

The proposal would provide a number of homes of differing sizes including 40% affordable and would boost supply of dwellings contributing towards the Council's shortfall in supply. The delivery of 62 houses would make a meaningful provision towards housing provision within the district. The construction of the homes would generate economic benefits and this would continue with increased spending in local businesses post construction. These factors add weight in support of the scheme.

Indicative layout plans show that the site can provide an acceptable layout of dwellings and provide for public open space and landscaping.

The proposed improvements to sustainable travel alternatives other than the private vehicle will have benefits to the wider area in improving alternative travel options. It is accepted that the development will cause some harms, but as detailed above the harm is considered to fall far short of the 'significant and demonstrable' bar necessary to warrant a refusal in the light of the significant weight attached to the need to address the shortfall in housing supply. The proposed development is considered to make effective use of land, is well designed and provides affordable homes as set out in the framework at 11 (d) (ii)

Recommendation

That; Subject to the applicant entering into a Planning Obligation to secure the provisions of the following requirements, and this Obligation being completed no later than October 2025, then the Interim Executive Director of Operations be authorised to grant **PERMISSION** subject to the recommended planning obligations listed below:

- Implement the site access works as shown on drawing 103 Rev C including a tarmac 3m footway/cycleway connection to Bridleway 32 as shown on drawing ITB13450-GA-010REVC
- Implement the offsite sustainable transport improvements as shown on drawing ITB13450-GA-010REVC
- Prior to commencement to have paid 50% of the Sustainable Transport contribution, with the remaining monies to be paid prior to first occupation calculated at a total cost of £269,580.34, index linked toward implementing the following works:
 - SRTS strategy A31 walking strategy
 - Behaviour change measures to support the strategy implementation
 - Yellow box marking at the Station Approach/Lymington Bottom Road junction
 - Wayfinding
- Prior to occupation to submit the travel plan for approval and to pay the associated travel plan monitoring and approval fees.
- Prior to occupation to pay a contribution of £52,425 for the improvement of the first 300 metres of BOAT 9 when joining at Boyneswood Lane.
- Prior to commencement to pay the Medstead Primary School contribution of £15,000 (index linked to the date of this letter) for the delivery of a footway extension on Roe Downs Road south of the Bowls Club/Tennis Club access.
- Public rights to pass and repass on foot or bicycle for areas not adopted by the Highway Authority
- To secure the long-term management and maintenance of the internal roads
- Securing the amount, tenure and split of affordable housing
- There will be a requirement to secure the on-site public open space within the development to an approved design, together with the requirement to secure the management and maintenance of the POS.
- There will be a requirement to secure the children's play space within the development to an approved design, together with its long term management and maintenance.
- There will be a requirement to secure the SUDS features together with its long term maintenance and management.

and, Delegated authority be given to the Interim Executive Director of Operations to include the conditions as set out in this report together with any further additions, and amendments to conditions as appropriate.

However, in the event that all parties do not enter into a Planning Obligation to secure the above matters by the above date, then the application will be refused under the adopted scheme of delegation, unless the Executive Director of Operations, in consultation with the Portfolio Holder for Planning and the Planning Committee Chairman, authorises further time extension(s) for the completion of this Obligation.

1. Applications for the approval of the reserved matters referred to herein shall be made within a period of two years from the date of this permission. The development to which the permission relates shall be begun not later two years from the final approval of the said reserved matters.

Reason - To comply with the provisions of Section 92(2) of the Town and Country Planning Act, 1990 and to ascertain that the housing delivery is achievable within the 5 year period.

2. No development shall start on site until plans and particulars showing details relating to appearance, landscaping, layout, and scale of the development shall be submitted to, and approved by the Planning Authority. These details shall comprise the 'reserved matters' and shall be submitted within the time constraints referred to in Condition 1 above before any development is commenced.

Reason - To comply with Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (or any Order revoking and re-enacting that Order).

3. The reserved matters shall accord with the Development Parameter Plans comprising:

Storey Heights Parameter Plan SHPP-01 REVD

Land Use Parameter Plan LUPP-01REVD

Development Parcel Parameter Plan DPPP –01 REVD

Reason - To ensure that there is a coordinated and harmonious integration of land uses, built-form and spaces; and to ensure that the scale of the development is responsive to its context.

4. The development hereby permitted shall be carried out in accordance with the following plans and particulars:

Location Plan

General Arrangement Plan (Highways) 103E

Application Form and Ownership Certificate

Planning Statement

Design and Access Statement

Statement of Community Involvement

Housing Land Supply Assessment

Transport Assessment, incorporating Road Safety Audit

Framework Travel Plan

Flood Risk Assessment

Utilities Statement

Landscape and Visual Appraisal and associated viewpoint

photographs and designation plans

Ecological Impact Assessment

Biodiversity Net Gain Metric

Arboricultural Impact Assessment and Method Statement

Tree Protection Plan (prepared by Barrell Tree Consultancy)

Manual for Managing Trees on Development Sites

Desk Based Archaeology Assessment

Phase 1 Geo-Environmental and Geotechnical Site Assessment

Noise Impact Assessment

Reason - To ensure provision of a satisfactory development.

5. Prior to the commencement of development, details of levels, including finished floor levels for all buildings, existing and proposed levels of public open space areas, and the existing and proposed site contours, shall be submitted to and agreed in writing by the Local Planning Authority.

Development shall only proceed in accordance with the approved details.

Reason - To ensure that the development takes appropriate account of, and is responsive to, existing changes in levels across the site.

6. Prior to the commencement of development, a construction method plan (CMP) shall be submitted to and approved in writing by the Planning Authority, which shall include details of the following:

- Development contacts, roles and responsibilities
- Public communication strategy, including a complaints procedure
- Location of any security hoarding including decorative displays
- The provision of long-term facilities for contractor parking;
- The arrangements for deliveries associated with all construction works;
- Methods and phasing of construction works;
- Access and egress for plant and machinery;
- Protection of pedestrian routes during construction;
- Location of temporary site buildings, compounds, construction material, and plant storage areas;
- Details of storage of building materials, fuels and chemicals
- All plant will be fitted with drip trays in order to avoid potential pollution incidents and refuelling of plant and/or vehicles will either take place off site or within the construction site compound.
- Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers
- Measures to control the emission of dust and dirt during construction
- Measures to control noise and vibration during construction
- A scheme for storage/recycling/disposing of waste resulting from demolition and construction works

Notes

The CMP should include that no burning of waste materials shall take place on site.

The Dust control element of the CMP should include a site-specific dust management plan resulting from a risk assessment as detailed in IAQM document 'Guidance on the assessment of dust from demolition and construction, 2024'

Construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality and in the interest of Highway Safety

7. No development shall begin until a detailed surface water drainage scheme for the site, based on the principles within the Flood Risk Assessment, has been submitted and approved in writing by the Local Planning Authority. The submitted details should include:

- A technical summary highlighting any changes to the design from that within the approved Flood Risk Assessment.
- Winter groundwater monitoring and infiltration test results undertaken in accordance with BRE365 and providing a representative assessment of those locations where infiltration features are proposed
- Detailed drainage plans to include type, layout and dimensions of drainage features including references to link to the drainage calculations.
- Detailed drainage calculations to demonstrate existing runoff rates are not exceeded and there is sufficient attenuation for storm events up to and including 1:100 + climate change.
- Evidence that urban creep has been included within the calculations.
- Confirmation that sufficient water quality measures have been included to satisfy the methodology in the Ciria SuDS Manual C753.
- Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria.

Reason - To ensure adequate provision for drainage. It is considered necessary for this to be a pre-commencement condition as such details need to be taken into account in the construction of the development and thus go to the heart of the planning permission.

8. No development shall commence on site until details of any foul water drainage have been submitted to, and approved in writing by, the Local Planning Authority. The development works shall be carried out in accordance with the approved details before any part of the development is first occupied and shall be retained thereafter.

Reason - To ensure adequate provision for drainage. It is considered necessary for this to be a pre-commencement condition as such details need to be taken into account in the construction of the development and thus go to the heart of the planning permission.

9. The development shall not commence until a Habitat Management and Maintenance Plan (HMMP) for any on site habitat creation prepared in accordance with the approved Biodiversity Net Gain Plan including:

- (a) a non-technical summary;
- (b) the roles and responsibilities of the people or organisation(s) delivering the (HMMP)
- (c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
- (d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
- (e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority has been submitted to, and approved in writing by, the local planning authority.

Reason - To ensure onsite BNG is retained and maintained

10. The development hereby permitted shall not be brought into use until the access, including the footway and/or verge crossing shall be constructed and lines of site of 2.4 meters by 43 metres provided in accordance with the approved plans. The lines of site splays shown on the approved plan shall be kept free of any obstruction exceeding 0.6 meter in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason - To provide satisfactory access with sufficient levels of visibility in the interests of highway safety

11. No development shall commence on site until details of the protection fencing to be erected around all trees, shrubs and other natural features not scheduled for removal has been submitted to and approved in writing by the Local Planning Authority. The agreed protective fencing shall be retained for the duration of the works and shall be in accordance with the recommendations of BS5837:2012.

- No unauthorised access or placement of goods, fuels or chemicals, soil or other materials shall take place inside the fenced area.
- No burning of materials shall take place where it could cause damage to any tree or tree group to be retained on the site or on land adjoining.
- No soil levels within the root protection area of the trees/hedgerows to be retained shall be raised or lowered.

Reason - To ensure that trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability. It is considered necessary for this to be a pre-commencement condition as these details need to be agreed prior to the construction of the development and thus go to the heart of the planning permission.

12. No development shall take place until the applicant has secured the implementation of a programme of archaeological evaluation, in accordance with a Written Scheme of Investigation that has been submitted to and approved by the Planning Authority.

Reason - To assess the extent, nature and date of any archaeological deposits that might be present and the impact of the development upon these heritage assets.

13. No development shall take place until the applicant has secured the implementation of a programme of archaeological mitigation of impact, in accordance with a Written Scheme of Investigation that has been submitted to and approved by the Planning Authority.

Reason - To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for future generations.

14. Following completion of archaeological fieldwork a report will be produced in accordance with an approved programme submitted by the developer and approved in writing by the local planning authority setting out and securing appropriate post-excavation assessment, specialist analysis and reports, publication and public engagement.

Reason - To contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available.

15. Prior to the commencement of the development, a detailed assessment of air quality impacts arising, and recommendations for mitigation of impacts shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be produced in accordance with all relevant legislation and guidance including the Institute of Air Quality Management (IAQM) 'Land-Use Planning and Development Control: Planning for Air Quality' (January 2017). The mitigation measures, as approved in writing by the Local Planning Authority, shall be fully installed and verified as performing as required by the agreed mitigation scheme, and shall thereafter be retained.

Reason - In the interests of residential amenity.

16. No development shall commence on site until a scheme has been submitted to, and agreed in writing by, the Local Planning Authority to demonstrate that the built development hereby permitted incorporates measures that provides at least 10% of energy demand from decentralised and renewable or low carbon energy sources. Before any part of the development is first occupied a verification report and completion certificate shall be submitted in writing to the Local Planning Authority confirming that the built development hereby permitted has been constructed in accordance with the approved scheme. The developer shall nominate a competent person for the purpose of assessing and providing the above required report and certificate to confirm that the completed works incorporate such measures as to provide these requirements. The measures shall thereafter be retained and maintained to the agreed specification for the lifetime of the development.

Reason - To ensure that the development incorporates necessary mitigation and adaptation measures with regard to climate change. It is considered necessary for this to be a pre-commencement condition as these details relate to the construction of the development and thus go to the heart of the planning permission.

17. No development shall start on site until details of the gas impermeable membrane with ventilated sub-floor area, with particular attention to joins with any existing structures and seals around any services, has been submitted to and agreed in writing by the Planning Authority. Any services entering/leaving the structure shall be located above the gas impermeable membrane, and adequate seals will be provided to ensure the membrane is not breached. The works shall be undertaken in accordance with the approved details.

Reason - To ensure that adequate measures are taken to avoid the potential risk to future occupiers from natural gases arising from the ground

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

A water efficiency calculation in accordance with the Government's National Calculation Methodology for assessing water efficiency in new dwellings has been undertaken which demonstrates that no more than 120 litres of water per person per day shall be consumed within the development, and this calculation has been submitted to, and approved in writing by, the Local Planning Authority; all measures necessary to meet the agreed water efficiency calculation must be installed before first occupation and retained thereafter;

Reason: To ensure the new dwellings meet water efficiency requirements

19. No vehicles (including builder's and contractor's), machinery, equipment, materials, spoil, scaffolding, or anything else associated with the works, use, or occupation of the development, shall be left on or near to a Public Right of Way as to cause obstruction, hindrance, or a hazard to the legitimate users. The public retain the right to use the public right of way at all times.

Reason - To protect the public's right to use the Public Rights of Way at all times, safely and without inconvenience.

20. Prior to slab level, a detailed plan showing the design of the proposed dual cycling and pedestrian links onto Medstead Bridleway 31 and Medstead Bridleway 33 shall be submitted and approved by the Local Planning Authority, these details shall include surfacing of the link. Development shall be carried out in accordance with approved details.

Reason: To retain safe and priority public access to the Public Highway, whilst ensuring appropriate design to the Public Right of Way. With no obstruction to its legal width and surface.

21. Notwithstanding any indication of materials that may have been given in the application or in the absence of such information, no development above slab level shall take place on site until samples / details including manufacturers details of all the materials to be used for external facing and roofing for the development hereby approved have been submitted to, and approved in writing by, the Local Planning Authority. The development works shall be carried out in accordance with the approved details.

Reason - To ensure that the materials used in the construction of the approved development harmonise with the surroundings.

22. Prior to slab level, details of a scheme for protecting the proposed dwelling from external noise shall be submitted and approved in writing by the Local Planning Authority. Such a scheme shall ensure that upon completion of the development, the following noise criteria (as recommended in BS8233:2014) shall be met:

- i. all bedrooms shall achieve an 8-hour LAeq (23:00 to 07:00) of 30dB(A)
- ii. all living rooms and bedrooms shall achieve a 16-hour LAeq (07:00 to 23:00) of 35dB(A)
- iii. LAmax,F noise levels shall not exceed 45 dBA more than 10 times between 23.00 – 07.00 hours inside bedrooms
- iv. all private amenity spaces shall achieve a 16-hour LAeq (07:00 to 23:00) of 55dB(A) A noise validation report demonstrating compliance with these noise criteria shall be submitted to and approved by the Local Planning Authority before any dwelling is occupied. This assessment shall be conducted with windows open for ventilation, unless mechanical ventilation has been provided, in which case these tests shall be performed with such mechanical ventilation running. Such noise protection measures shall thereafter be maintained and operated in accordance with the approved scheme.

Reason - To protect the amenity of future residents.

23. The combined noise rating level (LAr,Tr) of plant and equipment shall not exceed 38dB LAeq, 1hr between the hours of 07.00hrs – 23.00 hrs and 33dB LA, 15 mins between the hours of 23.00hrs and 07.00hrs when measured in 'free-field' conditions at any height above ground and 1.0 m from the nearest noise sensitive property façade. A noise validation report demonstrating compliance with these noise criteria shall be submitted to and approved by the Local Planning Authority before any dwelling is occupied.

Reason - To protect the amenity of residents.

24. No external lighting/ floodlighting shall be installed on the site until details of the proposed lighting including position and luminance have been submitted to and approved in writing by the Planning Authority. The lighting shall be installed, operated, and maintained in accordance with the approved details.

Reason - In the interests of the amenity of the occupants of neighbouring properties and the interests of highway safety.

25. Development shall proceed in accordance with the measures as set in Section 7 'Mitigation' and Section 8 'Site Enhancement' of the Land off Beechlands Road – Ecological Impact Assessment (LC Ecological Services October 2024). Thereafter the enhancement measures shall be permanently maintained and retained in accordance with the approved details with a report from a qualified Ecologist providing confirmation and evidence within 6 months of final occupation.

Reason – To ensure the favorable conservation statues of protected species and enhance biodiversity on site.

26. All development shall be stopped immediately in the event that contamination not previously identified is found to be present on the development site and details of the contamination shall be reported immediately in writing to the Local Planning Authority. Development shall not re-start on site until the following details have been submitted to, and approved in writing by, the Local Planning Authority:-

(a) a scheme outlining a site investigation and risk assessments designed to assess the nature and extent of any contamination on the site.

(b) a written report of the findings which includes, a description of the extent, scale and nature of contamination, an assessment of all potential risks to known receptors, an update of the conceptual site model (devised in the desktop study), identification of all pollutant linkages and unless otherwise agreed in writing by the Local Planning Authority and identified as unnecessary in the written report, an appraisal of remediation options and proposal of the preferred option(s) identified as appropriate for the type of contamination found on site

(c) a detailed remediation scheme designed 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. The scheme should include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and a verification plan outlining details of the data to be collected in order to demonstrate the completion of the remediation works and any arrangements for the continued monitoring of identified pollutant linkages; and before any part of the development is occupied or used a verification report demonstrating the effectiveness of the remediation works carried out and a completion certificate confirming that the approved remediation scheme has been implemented in full shall both have been submitted to, and approved in writing by, the Local Planning Authority.

The above site works, details and certification submitted shall be in accordance with the approved scheme and undertaken by a competent person.

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.

27. Details of the car and cycle parking that is to be provided shall be submitted to the Local Planning Authority as part of the reserved matters application(s); and prior to the occupation of each dwelling the approved car and cycle parking arrangements for that plot shall have been provided in accordance with the approved reserved matters plans and details, and thereafter shall be retained for their intended purpose at all times.

Reason - To ensure that appropriate levels of car and cycle parking are delivered in association with the development.

28. The proposed hard surfaces shall either be made of porous materials or provision shall be made to direct run-off water from the hard surface/s to a permeable or porous surface within the site.

Reason - To ensure adequate provision for surface water drainage and avoid discharge of water onto the public highway.

29. No more than 62 dwellings (Use class C3) shall be constructed on the site.

Reason - This reflects the development site expectations and is the basis on which the required level of mitigation has been assessed.

Informative Notes to Applicant

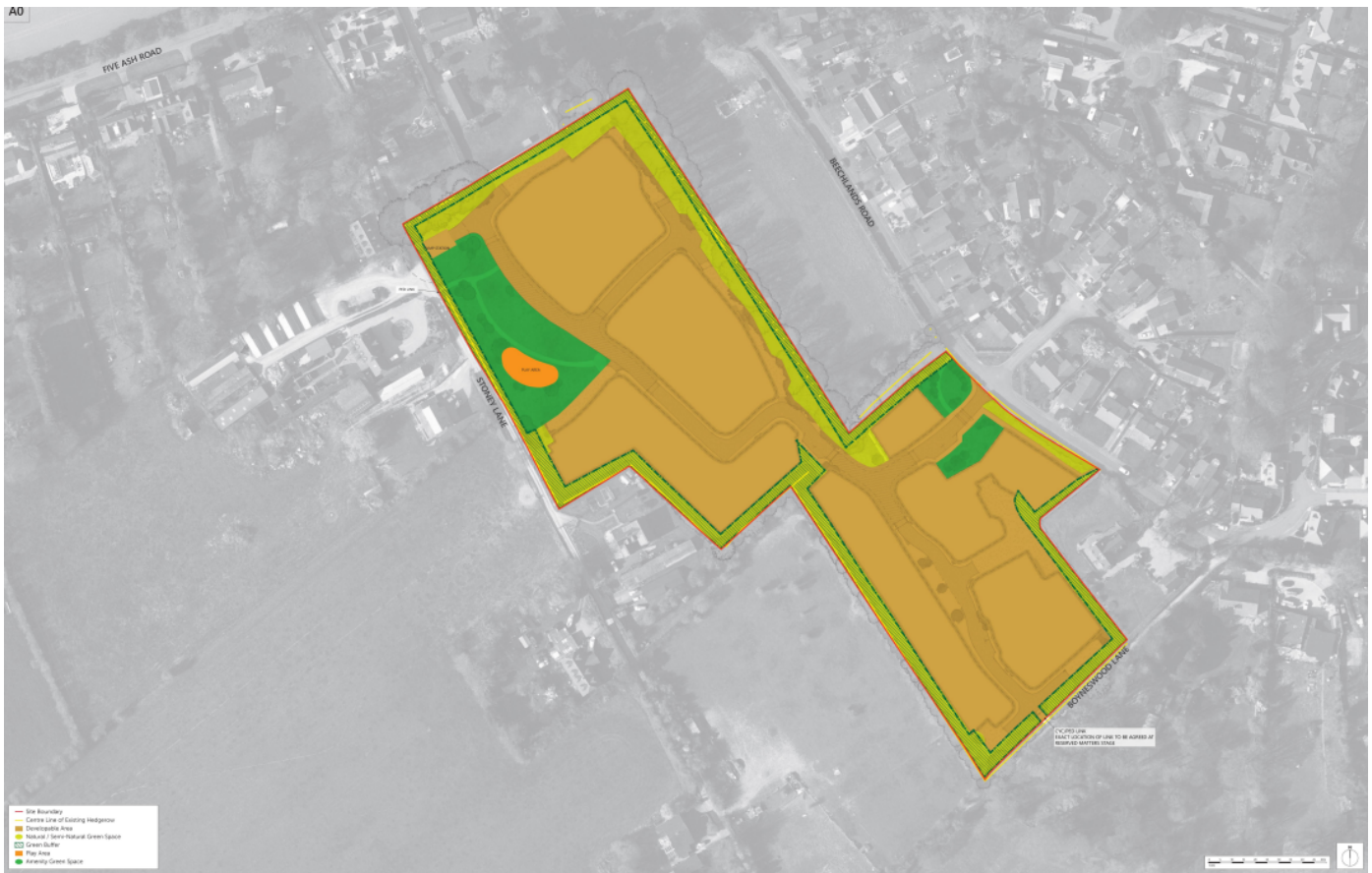
1. The applicant is advised that the development the subject of this outline consent is liable to the East Hampshire District CIL Charging Schedule which became a material planning consideration on 8th April 2016. On approval of the last reserved matter arising from this outline consent, this development will be liable to pay the Council's CIL upon commencement of development. For further information, please see the CIL pages online

2. Please note that this permission is subject to a Planning Obligation made under Section 106 of the Town and Country Planning Act 1990

3. Paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 states that every planning permission granted for the development of land in England shall be deemed to have been granted subject to the condition “(the biodiversity gain condition”) that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be East Hampshire District Council.



Land use Parameter Plan – 01



Parameter Plan – 01



Proposed Levels Plan