

**HAMPSHIRE COUNTY COUNCIL**  
**Decision Report**

<b>Decision Maker:</b>	Regulatory Committee
<b>Date:</b>	29 July 2020
<b>Title:</b>	Construction of a two-way single carriageway link between the existing Western Way/Buckland Ave mini roundabout through the former Basingstoke Football Ground and then onto A30 Winchester Road at Camrose Stadium site, Western Way, Basingstoke RG22 6HB (No. 19/03116/CMA) (Site Ref: BAH006)
<b>Report From:</b>	Head of Strategic Planning

**Contact name:** Sam Dumbrell

**Tel:** 01962 847981      **Email:** sam.dumbrell@hants.gov.uk

**Recommendation**

1. That planning permission be GRANTED subject to the conditions listed in Appendix A.

**Executive Summary**

2. The planning application seeks approval for the construction of a two-way single carriageway link road between the existing Western Way/Buckland Ave mini roundabout through the former Basingstoke Football Ground and then onto A30 Winchester Road at the Camrose Stadium site, Western Way, Basingstoke, RG22 6HB.
3. The proposed link road known as the 'Camrose Link Road' is being promoted by Hampshire County Council as Highway Authority, and forms part of the Brighton Hill Roundabout Improvements and overall improvements program for the A30 SW Corridor, also scheduled to undertaken by the County Council in the locality.
4. The rationale of the scheme is to reduce current traffic congestion and prepare for planned traffic growth, to improve air quality caused by the existing volume of through traffic, to improve the environment for pedestrians and cyclists throughout this area of Basingstoke and to enhance connectivity across the wider area.
5. It is considered that the proposal would be in accordance with the relevant policies of the adopted [Basingstoke and Deane Local Plan 2011 to 2029 \(2016\)](#).

6. This application is being considered by the Regulatory Committee as it is considered to be a significant County Council Regulation 3 infrastructure development.
7. The only statutory consultees to object are Basingstoke and Deane Borough Council and Sport England. A total of 3 representations were received from members of the public.
8. The Regulatory Committee was unable to visit the site due to Covid-19 imposed restrictions.
9. In summary, it is considered that the proposal would:
  - meet an identified need;
  - allow for suitable replacement playing field/pitch provision and ancillary facilities;
  - be acceptable in terms of highway capacity and safety;
  - not adversely affect the local landscape;
  - not cause any additional flood risk and protect the quality of groundwater and surface water;
  - not adversely affect local archaeology;
  - not have an adverse effect on ecology and biodiversity; and
  - not cause unacceptable adverse amenity impacts.
10. Therefore, it is recommended that permission be GRANTED subject to the conditions in **Appendix A**.

## **The Site**

11. The proposed development is located within the administrative boundary of Basingstoke & Deane Borough Council (BDBC), situated approximately 2km south-west from the town centre (**see Appendix B – Committee Plan**). To its west, north and east are residential areas and to its south is the A30 and beyond that the Brighton Hill Retail Park.
12. The site of the proposed development occupies approximately 0.7 hectares of land situated within the Camrose Stadium, the former home of Basingstoke FC.
13. The stadium site includes football pitches and stands, ancillary buildings including changing rooms, offices and clubhouse as well as large areas of hardstanding used for vehicle parking. The stadium site occupies approximately 2.4 hectares.
16. The site is served by an existing junction on Western Way. This road runs north into residential areas of Basingstoke and south to the Brighton Hill roundabout and the A30 (part of the [Strategic Road Network](#)).
19. The closest residential properties to the proposed development are located on the northern, western and south-western boundaries of the existing site. The

closest being the rear boundaries of properties on Mansfield Road, within 10-15m and the rear boundaries of properties in Chichester Place approximately 25m due west. A single dwelling is situated on the A30, approximately 15m to the south-west.

20. The proposed development lies entirely within Flood Risk Zone 1, which is the lowest zone of flood risk from rivers. The application site does not lie within any designated heritage, landscape or ecological sites.
21. The proposed development is underlain by the Seaford Chalk Formation, categorised as a Principal Aquifer by the Environment Agency (EA). Further, the site lies within the Groundwater Source Protection Zones 2 and 3 because of the Chalk's importance as a source of water supply for potable use.

### **Planning History**

22. There is no County Council planning history for the application site and the wider Camrose Stadium site.
23. All recorded planning history here since the early 1980s relates to developments determined by Basingstoke and Deane Borough Council. With the exception of a hand car wash facility currently using part of the stadium's car parking area all have involved ancillary development supporting the existing football stadium and its extant use.
24. The parcels of land either side of the proposed link road are the subject of outline planning applications currently being considered by Basingstoke and Deane Borough Council. These are:

*19/01110/OUT - Outline application for the erection of up to 85 dwellings with associated access and external works, following the demolition of the existing Basingstoke Town FC stand and terraces (all matters reserved except access); and*

*19/02889/OUT - Outline application for the erection of a 70 Bedroom Care Home and 6 new Dwellings with associated access and external works, following the demolition of the existing Coral Bookmakers and part of the existing Basingstoke Town FC Clubhouse (all matters reserved except access).*

25. Both applications are yet to be determined by Basingstoke and Deane Borough Council. 19/01110/OUT is located on land to the east of the proposed link road development and 19/02889/OUT on land to the west. Both applications would achieve vehicular access via the proposed link road, should they be granted planning permission.

## The Proposal

26. The proposed link road known as the 'Camrose Link Road' is being promoted by Hampshire County Council as Highway Authority, and forms part of the Brighton Hill Roundabout Improvements and overall improvements program for the A30 SW Corridor, also scheduled to undertaken by the County Council in the locality.
27. Elements of the proposed 'Camrose Link Road' development requiring planning permission involves:
  - Construction of a 6.0m wide two-way single carriageway link between the Western Way/Buckland Ave Roundabout and A30 Winchester Road, with localised widening on bends and on the approach to the junction with Western Way;
  - 1.5m stepped cycle track and on-road cycle lane on eastbound carriageway;
  - 2.0m footways on North and south of carriageway; and
  - Associated streetlighting, dropped kerbs and tactile paving at crossings.
28. The proposed two-way single carriageway link between the existing Western Way/Buckland Ave mini roundabout through the former Camrose Stadium and then onto A30 Winchester Road, would incorporate the access roads from the two proposed developments (housing development and care home development) currently being determined by Basingstoke and Deane Borough Council, if permitted (see **Appendix C – General Arrangement Plan**).
29. The proposed link road occupies an area of 0.7 hectares and takes the form of an inverted 'L'. The link road would be approximately 170m in length.
30. Western Way is presently a two-way single carriageway linking the Brighton Hill roundabout and the A30 to residential areas within western Basingstoke. If the link road is permitted, the section of Western Way between it and the Brighton Hill roundabout would be changed into a one-way road for south heading traffic only. Western Way south of the new link road junction would be re-aligned to form a priority junction with the link road.
31. A new pedestrian refuge will be provided immediately to the south of the mini-roundabout and informal raised crossing points will be provided on the link road, immediately east of its priority junction with Western Way and on Western Way, immediately to the south of its junction with the Link Road.
32. A cycle track is provided in an eastbound direction along the Link Road. This starts just to the north of the mini roundabout in Western Way and would also be accessible to eastbound cyclists using Buckland Avenue and Western Way (including White House Close and Chichester Place). This route will link into the proposed residential development on the Football Ground site, which will provide a route through to the A30 Winchester Road. It is proposed that the cycle track will be a stepped design, at an intermediate level between the footway and

carriageway, from Western Way to the proposed site access to the residential development. The cycle route continues as a cycle lane through to the new signalised crossing with the A30. The forecast westbound traffic flows on the Link Road will be significantly lower. No dedicated cycle facilities will be provided in this direction.

33. Elements of the proposed development that would be undertaken as 'permitted development' by the Highway Authority (under the provisions of the Town & Country Planning (General Permitted Development) Order) and/or via legal agreements outside of the planning application involves:
  - Improvements to the Western Way/Buckland Avenue roundabout to include new footways linking with the existing footways on Western Way, these will be developed on both sides of the priority junction with dropped kerbs, tactile paving, pedestrian refuge island and two raised crossings, and classed as permitted development within the existing highway boundary;
  - Provision of a new traffic signal junction between the Link Road and A30 Winchester Road, the majority of works classed as permitted development within the existing highway boundary;
  - Closure of Western Way southbound onto Brighton Hill Roundabout and provision of a turning head. The closure will be secured through a Traffic Regulation Order (TRO) that will be progressed separately from this planning application; and
  - Provision of 'No Waiting' restrictions on the Link Road, to be secured through a TRO.
34. Changes to the Western Way / Buckland Avenue mini-roundabout and the Link Road / Western Way and Link Road / A30 Winchester Road junctions will take place within the existing highway boundary and are therefore classed as permitted development (and not included in the redline boundary). Their details are included on the application drawings to show how the Link Road will tie into the existing highway network.
35. All construction-related activities including the compound required throughout the duration of the project to house materials, plant, machinery, vehicles, welfare facilities etc would all be contained within the red line application site.
36. The project would take 9 months to complete and construction hours, including the delivery and despatch of vehicles would be between the hours of 07:30 and 18:00 Monday to Friday and 08:00 and 13:00 on Saturdays.
37. Construction access would be via Brighton Hill roundabout heading south/north along Western Way and turning right into/left out of the site using its existing vehicular access.
38. Once construction commences no private vehicular access will be permitted. The hand car wash facility will have ceased and any persons visiting the existing

betting shop or the two all-weather pitches within the wider Camrose Stadium site (outside of the footprint of the proposed link road) would do so by foot from the A30 to the north.

## **Development Plan and Guidance**

39. The following plans and associated policies are relevant to the proposal:

### **[National Planning Policy Framework \(2019\)](#) (NPPF)**

40. The following paragraphs are relevant to this proposal:

- Paragraph 11: Presumption in favour of sustainable development;
- Paragraphs 54 - 57: Use of conditions and obligations;
- Paragraphs 91 - 92: Provision of community facilities, including sports and recreational services;
- Paragraphs 96 - 97: Protection and retention of high quality open spaces, including sports and recreational buildings and land;
- Paragraphs 102 - 104 & 108 - 109: Providing appropriate transport infrastructure and assessing traffic impact and sustainable transport;
- Paragraphs 118 - 119: Effective use of land and better development outcomes;
- Paragraphs 149 - 150, 155 & 163: Planning for climate change and flood risk;
- Paragraph 170: Conserving and enhancing the natural environment;
- Paragraphs 178, 180 & 182 - 183: Ground conditions and pollution; and
- Paragraphs 189 - 190, 192 & 197 (Conserving and enhancing the historic environment).

### **National Planning Practice Guidance (NPPG)**

41. Elements of National Planning Practice Guidance NPPG (Live) are also relevant, those being:

- Air quality (1 November 2019);
- Climate change (15 March 2019);
- Flood risk and coastal change (6 March 2014);
- Healthy and safe communities (1 November 2019);
- Historic environment (23 July 2019);
- Light pollution (1 November 2019);
- Noise (22 July 2019);
- Open space, sports and recreation facilities, public rights of way and local green space (6 March 2014);
- Planning obligations (1 September 2019);
- Travel plans, transport assessments and statements (6 March 2014);
- Use of planning conditions (23 July 2019); and
- Water supply, wastewater and water quality (22 July 2019).

### **Basingstoke and Deane Local Plan 2011 to 2029 (2016)**

42. The following policies are relevant to the proposal:
- Policy SD1 (Presumption in favour of sustainable development);
  - Policy CN6 (Infrastructure);
  - Policy CN8 (Community, leisure and cultural facilities);
  - Policy CP9 (Transport);
  - Policy EM1 (Landscape);
  - Policy EM6 (Water quality);
  - Policy EM7 (Managing flood risk);
  - Policy EM10 (Delivering high quality development);
  - Policy EM11 (Historic environment); and
  - Policy EM12 (Pollution).

### **Hampshire Local Transport Plan (2011 to 2031) version 3 (Reviewed 2013)**

43. The County Council's 'Transport vision' includes ensuring that when the residents of Hampshire travel, they can:
- Reliably get to the places they need to go to;
  - Choose how, when (and whether) to travel;
  - Travel safely, for themselves and others; and
  - If possible, enjoy their journey.
44. The County Council's intentions are to deliver "*Safe, efficient and reliable ways to get around a prospering and sustainable Hampshire*".

### **Basingstoke and Deane Transport Strategy (2019)**

45. This strategy provides the framework for more detailed work on specific projects to 2029 and beyond, all aimed at improving transport and travel around Basingstoke.
46. One of the 'Priority Schemes' to be delivered as part of the strategy's Implementation Plan is through ensuring the successful and timely implementation of schemes such as at Brighton Hill roundabout.

### **Basingstoke and Deane Transport Statement (2013)**

47. This statement was developed with the County Council and contains a number of objectives, with Objective 1 concerned with 'Promoting economic growth by providing a well-maintained, safe and efficient highways network', and including in 1(b) 'to improve capacity at congestion bottlenecks and optimise traffic management on the A30 corridors'.

## **Basingstoke Town Access Plan (2013)**

48. This plan was a requirement of the County Council's Local Transport Plan (2006 to 2011) version 2 and seeks to 'identify and tackle issues of access to and within urban areas'.
49. Further, the plan refers to 'delays at major roundabout junctions especially at peak times on the A30, including Brighton Hill Roundabout' within trying to address access problems.

## **Consultations**

50. **County Councillor Westbrook:** Fully supports the scheme within the overall Brighton Hill Roundabout proposals as part of a programme of works on the A30 south west corridor. This scheme is important to the town and my constituents to ease congestion and deliver improved infrastructure for pedestrians and cyclists, particularly as travel demand is expected to increase in future years with a number of new housing developments under construction or proposed along the A30 corridor. Air quality and noise impacts associated with the new link road on local residents must be addressed.
51. **Basingstoke and Deane Borough Council Planning:** Objection The proposed highway link owing to its siting would lead to the loss of an existing cultural and leisure facility without satisfactorily demonstrating that sufficient alternative provision has been made to offset this loss. As such it is contrary to paragraphs 92 c) and 97 of the National Planning Policy Framework and would be contrary to Policy CN8 of the Basingstoke and Deane Local Plan 2011-2029.
52. **Basingstoke and Deane Borough Council Environmental Health:** No objection subject to the imposition of condition requiring a Construction Environment Management Plan (CEMP) controlling potential impacts on the local population and area due to construction-related impacts being submitted and secured prior to the commencement of development.
53. **Sport England:** Objects to the application because there is insufficient mitigation for the loss of sports facilities and associated ancillary provision at the site, including financial contributions, towards the improvement or upgrade of facilities at Winklebury to bring them up to a suitable and equivalent level for the standard of football which is played at Camrose Stadium. The application is not considered to accord with any of the exceptions to Sport England's Playing Fields Policy or with Paragraph 97 of the NPPF (2019).
54. **Environment Agency:** No comments to make.
55. **Local Highway Authority:** No objection subject to the imposition of a condition requiring a Construction Management Plan (CMP) controlling potential vehicular impacts on the local population and area associated with construction being submitted and approved prior to the commencement of development.



56. **Lead Local Flood Authority:** No objection to the proposed drainage scheme.
57. **County Archaeologist:** No objection subject to a written scheme of archaeological investigation, and its findings being implemented and recorded and implemented appropriately, being secured by conditions and submitted and approved prior to the commencement of development.
58. **County Ecologist:** No major concerns in relation to the proposals, provided that the proposed habitat creation and enhancement as part of the landscaping proposals are secured through a planning condition and the measures detailed within the submitted ecology report are implemented.

## Representations

59. Hampshire County Council's [Statement of Community Involvement \(2017\)](#) (SCI) sets out the adopted consultation and publicity procedures associated with determining planning applications.
60. In complying with the requirements of the SCI, Hampshire County Council:
- Published a notice of the application in the Hampshire Independent;
  - Posted 4 site notices around the site;
  - Consulted all statutory and non-statutory consultees in accordance with [The Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](#); and
  - Notified all residential properties (by letter) within 50 metres from the site boundary.
61. As of 1 July 2020, a total of 3 representations to the proposal have been received. 2 are objecting to or raising concerns about the proposal with 1 in support.
62. The main areas of concern raised in the objections relate to the following areas:
- Proximity of new link road route to properties and changes to traffic flow on Western Way will restrict and access to driveways of residents' and those working at home;
  - Changes to traffic regime on Western Way will cause road safety hazards; and
  - The link road improvements and part closure of Western Way are not necessary to improve traffic flow.
63. The main areas of support raised relate to the following areas:
- Brighton Hill roundabout urgently needs upgrading, and the new link road is an important part of the solution, in relieving congestion at peak hours and weekends;
  - Traffic joining the roundabout from Western Way do so at great risk due to the speed of traffic on the A30; and

- The new cycling lanes will make it safer for cyclists to cycle on the road.

64. The above issues will be addressed within the following commentary.

## **Commentary**

### Principle of the development

65. The principle of the construction of a link road as part of the wider Brighton Hill roundabout improvement works for local residents and road users in this area of Basingstoke is supported by Policy CN9 'Transport' of the adopted Basingstoke and Deane Local Plan (2016) (BDLP).
66. This policy states that Basingstoke and Deane Borough Council will work in partnership to promote a safe, efficient and convenient transport system which will:
- Build on the borough's strategic location, through improvements to strategic road and rail connections to the wider area;
  - Promote transport choice, through improvements to public transport services and supporting infrastructure, and providing coherent and direct cycling and walking networks to provide a genuine alternative to the car and facilitate a modal shift;
  - Improve access to Basingstoke town centre and rail station by all modes of transport and ensure good integration between transport modes;
  - Manage congestion and provide for consistent journey times; and
  - Promote and improve safety, security and healthy lifestyles.
67. Furthermore, the Policy also states that development proposals will be permitted that:
- Integrate into existing movement networks;
  - Provide safe, suitable and convenient access for all potential users;
  - Provide an on-site movement layout compatible for all potential users with appropriate parking and servicing provision; and
  - Do not result in inappropriate traffic generation or compromise highway safety.
68. Policy CN9 'Transport' was developed in conjunction with the purposes of the Hampshire Local Transport Plan (2011 to 2031) version 3 (Reviewed 2013) to deliver "*Safe, efficient and reliable ways to get around a prospering and sustainable Hampshire*", and with the Basingstoke and Deane Transport Strategy (2019) and the Basingstoke and Deane Transport Statement (2013), both of which seek to improve transport and travel around Basingstoke to 2029 and beyond, and as a priority scheme, to implement the improvement works at the Brighton Hill roundabout.
69. The Basingstoke and Deane Transport Statement (2013), contains a number of objectives, with Objective 1 concerned with '*Promoting economic growth by*

*providing a well-maintained, safe and efficient highways network', and including in 1(b) 'to improve capacity at congestion bottlenecks and optimise traffic management on the A30 corridors'. The A30 'Winchester Road' runs east – west across the Brighton Hill Roundabout.*

70. Therefore, the principle of the development is supported by Policies CN6 (Infrastructure) and CN9 (Transport) of the Basingstoke and Deane Local Plan (2016) (BDLP), by the Basingstoke and Deane Transport Strategy (2019), the Basingstoke and Deane Transport Statement (2013), the Basingstoke Town Access Plan (2013) and the Hampshire Local Transport Plan (2013), and as such is considered to be in accordance with the Development Plan.

#### Demonstration of need

71. The proposed link road through the former Camrose Stadium football ground connecting Western Way directly with the A30 eastbound forms part of the County Council's planned Brighton Hill Roundabout improvement scheme.
72. The A30 (south-west corridor at this location) provides a strategic link between the Junction 7 of the M3 and Basingstoke Town Centre, serving communities in the western area of the town. A number of new developments are proposed or being implemented along this corridor (including the two outline planning applications either side of the link road's route), at locations identified in the Adopted Local Plan and an Enterprise Zone designated in Basing View (eastern/north-eastern Basingstoke), which is planned to double the existing 4000 jobs over the next 15 years.
73. These developments will increase travel demand in future years exacerbating existing congestion problems and increasing commuter travel demand to and from the town centre. Policy CN6 'Infrastructure' of the Basingstoke and Deane Local Plan (2016) (BDLP) would be complied with through the construction of the link road 'to accommodate future increases in travel demand along the A30 SW Corridor.
74. The Basingstoke Local Plan Transport Assessment (2014) considered traffic flows on the Basingstoke network and was the first level of assessment of potential impacts of development. The model considered a base year of 2012 and three forecasting years (2019, 2024 and 2029), covering both the AM and PM peak periods.
75. The Assessment showed that the Brighton Hill Roundabout operating at capacity in 2012 but significantly over-capacity in 2029. Without any improvements it predicted that the roundabout cannot accommodate future demand in the Local Plan scenarios.
76. Following further research by the County Council, including traffic surveys, it was shown that journey times on the Western Way (southern entry on to roundabout) to Brighton Way (northern exit from the roundabout) increased considerably during peak hours.

77. Alternative designs to the proposed link road were considered, including retaining Western Way for two-way traffic, but following a public consultation exercise in 2018 the Camrose Link Road was taken forward as it provided the best additional capacity benefits.
78. The proposed development is identified as a new site that can contribute significantly to accommodating existing and future traffic capacity on this section of the A30 SW Corridor in Basingstoke in line with policies CN6 (Infrastructure) and CN9 (Transport) of the Basingstoke and Deane Local Plan (2016) (BDLP).

#### Replacement of lost sports and community facilities

79. The route of the proposed link road utilises areas of existing hard surfacing formerly used a vehicular access road from Western Way and car parking area within the Camrose Stadium site. Basingstoke Football Club no longer play their home matches at the stadium.
80. The two outline planning applications currently under consideration by Basingstoke and Deane Borough Council that lie either side of the proposed link road occupy the remainder of the stadium site.
81. Individually and cumulatively, these three planning applications would lead to the loss of the football stadium and its ancillary facilities and infrastructure. Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, and which does not accord with any of the exceptions to Sport England's Playing Fields Policy (2018).
82. In the case of the proposed link road, Sport England objected to the application as submitted because there was insufficient guaranteed mitigation for the loss of sports facilities and associated ancillary provision at the site, including financial contributions, towards the improvement or upgrade of facilities at Winklebury (where Basingstoke FC will relocate to) to bring them up to a suitable and equivalent level for the standard of football which is played at the Camrose Stadium. Their E4 exception policy explains their initial objection:

'The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:

  - of equivalent or better quality, and
  - of equivalent or greater quantity, and
  - in a suitable location, and
  - subject to equivalent or better accessibility and management arrangements.'
83. This objection is supported by Basingstoke and Deane Borough Council's Planning Department on the grounds that the proposed link road would lead to the loss of an existing cultural and leisure facility without satisfactorily demonstrating that sufficient alternative provision has been made to offset this

loss, and would be contrary to Policy CN8 (Community, Leisure and Cultural Facilities) of the Basingstoke and Deane Local Plan (2011-2029).

84. The applicant has been discussing this matter with Sport England and Basingstoke and Deane Borough Council throughout 2020. Discussions have involved what level of compensation through either physical means and/or monetary means Sport England would find satisfactory and as result remove their objection. The issue has been complicated by the two outline planning applications also needing to provide similar mitigation and dividing up these responsibilities in a fair and proportionate manner to appease all parties and overcome planning policy objections.
85. Sport England remain concerned over how the mitigation would be secured and delivered should planning permission be granted in this case (they also are in the case of the two outline planning applications too). However, during recent discussions, they have agreed in principle to a suitably worded 'prior to commencement of development' condition. This would require the mitigation to be approved and secured with phasing/dates agreed before the proposed link road development could commence. Whilst Basingstoke and Deane Borough Council do not support this condition, suggesting it does not meet the required 'tests' of a planning condition, the County Council's Legal Advisor has a contrary view advising that it does.
86. The proposed condition would require the following matters to be satisfied and approved prior to the development being commenced:
- *How the scheme accords with Sport England's E4 Exception Policy;*
  - *Details of the replacement and compensatory facilities including their scale, type and location and how they would be successfully integrated into any existing facilities;*
  - *Timetable, phasing and maintenance programme to ensure the delivery of the scheme following the commencement of this development; and*
  - *Demonstrable benefits through the provision of sports and playing field facilities to the local community and population in the Borough of Basingstoke and its surrounds.*

The recommended condition is set out in full in Appendix A (Condition 6). The approval of the condition would be undertaken through consultation with Sport England and Basingstoke and Deane Borough Council to ensure all relevant planning policy objections and concerns were resolved.

87. The proposed compensatory development would need to deliver a new area of playing field of equivalent or better quality and quantity, that was suitably located and subject to equivalent or better accessibility and management arrangements in the Basingstoke area to mitigate that being lost at the Camrose Stadium in line with E4 exception Policy of Sport England's Playing Fields Policy (2018) and policy CN8 (Community, Leisure and Cultural Facilities) of the Basingstoke and Deane Local Plan (2016) (BDLP).

## Highway capacity and safety

88. The proposed link road forms part of the Brighton Hill Roundabout Improvements Programme seeking to address existing and future congestion problems along the A30 SW Corridor. These proposals include improvements to the Brighton Hill Roundabout and a new link road (the subject of this application).
89. The new Camrose Link Road will be approximately 250m in length from the east of Western Way / Buckland Avenue mini roundabout to the A30 Winchester Road. It will incorporate the access road to the new development at the former football ground. The proposal will also include the realignment of around 40m of the northern end of Western Way including improvements to the Western Way / Buckland Avenue mini-roundabout, the realignment of Western way to form a priority junction with the proposed Camrose Link Road and a new signalled controlled junction where the link road joins the A30 Winchester Road. The works proposed on Western Way (and Brighton Hill Roundabout) are being undertaken by the County Council as the Highway Authority using permitted development rights.
90. A Transport Assessment (TA) accompanied the application as an appendix to the Basingstoke A30 SW Corridor Feasibility Study Modelled Options Report. This report includes an analysis of the existing layout and traffic conditions at Brighton Hill with analysis of two options (Preferred and Interim) compared to a 'Do Minimum' scenario. The Preferred Option includes signalisation of all arms of the roundabout, closure of the Western Way entry and provision of a link road (the subject of this application) from Western Way to a new signalised junction with the A30 Winchester Road.
91. The Highway Authority raise no objection on capacity grounds to the proposal, noting that the traffic modelling work indicated a significant reduction from 2017 to 2022 to 2037 in queuing times and delays on all arms of the Brighton Hill Roundabout at weekday AM and Friday PM peak hours. That is not to say queueing would cease, rather queues would still be likely on the A30 Winchester Road but with a decrease in time of up to 255 seconds in the AM peak compared to the 'Do Minimum' scenario.
92. Looking at road safety, the Highway Authority has assessed the details of the visibility splays at the junctions along the link road and swept path analyses of appropriate vehicles types for the road proposed within the TA and have accepted them.
93. In terms of the construction of the link road, the Highway Authority has assessed this also. The proposed construction period would be nine months with the construction compound and activities all being located within the application site. All construction traffic would use Western Way travelling north to and south from the Brighton Hill Roundabout only.
94. In order to ensure the development is constructed safely and existing highways users and residents living and working close by are not adversely affected, a

Construction Traffic Management Plan (CMP) (to include details on the daily and total number and size of lorries accessing the site, the turning of delivery vehicles and lorry routing as well as provisions for removing mud from vehicles) and a programme of works would be required by condition. This condition would need to be satisfied and approved prior to the commencement of development.

95. Some local residents have expressed concern over the proximity of the link road to their properties, notably those nearest on Western Way and Mansfield Road. Any properties affected by permitted development works at the Western Way-Buckland Avenue mini roundabout junction and by construction activities affecting Western Way would all, through the proposed Construction Traffic Management Plan (CMP) have their existing vehicular accesses and driveways protected and retained throughout. Traffic flow although disrupted temporarily, would also be maintained in a safe manner.
96. The Local Highway Authority has no objection to the proposal subject to a planning condition requiring the submission and implementation of an approved Construction Traffic Management Plan to be implemented during the construction phase being imposed. The proposal is therefore considered to be acceptable in terms of highway capacity and road safety and is in accordance with Policies CN6 (Infrastructure) and CN9 (Transport) of the Basingstoke and Deane Local Plan (2016) (BDLP).

## Design

97. The application is accompanied by a Design & Access Statement (DAS). This contains supporting information detailing the iterative design process associated with the project from inception in 2017 to submission in 2019.
98. The DAS states that in formulating the scheme the following key design principles were taken into account:
  - Providing a design that reflects the link road's location within a residential area and aims to keep vehicle speeds at a reduced level;
  - Ensuring the scheme design take account of the needs of all road users, including pedestrians and cyclists;
  - Minimising the impact of the scheme on adjacent residential properties;
  - Ensuring the design encourages southbound traffic on Western Way to use the link road; and
  - Providing opportunities for redevelopment on remaining land, including adjacent to the link road and in the remaining strip of Basingstoke and Deane Borough Council controlled land to the north-east.
99. The DAS states that the iterative design process associated with the project sought to incorporate a link road that minimised the impact upon known areas of constraint. Consideration has been given to:

- The proposed route of the link road utilising existing areas of hard surfacing used for car parking and vehicular access by the Camrose Stadium;
- The need to incorporate the link road with the two outline planning applications on land adjoining it;
- Taking account of likely vehicle movements;
- Providing appropriate junction arrangements, where link road ties into Western Way;
- Providing appropriate facilities for pedestrians and cyclists;
- Noise and other environmental impacts;
- Providing and maintaining existing areas of landscaping;
- Providing adequate drainage; and
- Providing appropriate street lighting.

100. The proposal is therefore considered to have had regard to the context of the receiving environment and been designed in a sensitive manner seeking to avoid impacts to the environment and residential properties where possible. As such the proposal is considered to be in accordance with policies CN6 (Infrastructure), CN9 (Transport) and EM10 (Delivering high quality development) of the Basingstoke and Deane Local Plan (2016) (BDLP).

#### Visual impact and landscape

101. The proposed link road is situated within an urban area dominated by residential development on its immediate southern (Mansfield Road) and western boundaries (Chichester Place and Western Way), and major roads and commercial development on its immediate northern boundary.
102. A preliminary assessment of landscape and visual sensitivity, tree survey and arboricultural impact assessment were all undertaken in order to identify and assess the significance of changes resulting from the proposed scheme on existing landscape features and on local resident's views and visual amenity.
103. The introduction of a new road and junctions will result in changes in local landscape and townscape character and tranquillity, as will the loss of mature trees and hedgerows and increased street lighting. Effects are considered to be greater during the construction phase due to the additional noise and visual intrusion of working machinery and plant, as well as the effect resulting from the removal of vegetation.
104. The design of the link road has taken into account the need to incorporate the new structures into the surrounding landscape, through sensitive design, minimising light spill, retention of as many trees as possible and planting of replacement and additional trees and hedgerows where required.



105. In terms of construction-related impacts, these would be short-term and temporary in nature with short-term adverse effects on local residents, in particular those along Mansfield Road and on Western Way and Buckland Avenue. The applicant advises that these impacts could be minimised through mitigation measures contained within a Construction Environment Management Plan (CEMP). Road users, including cyclists, and pedestrians would also be affected by short-term adverse effects.
106. The proposed scheme would involve using the existing Camrose Stadium's access road and car parking area between Western Way and the A30 Winchester Road on its northern boundary. This area of the stadium site is already covered in hardstanding and although it would be removed and replaced with a new, engineered road and road surface, it would not be out of keeping with the location.
107. The proposed scheme would involve the removal of two trees (one ash and one cherry) within the application site. All other trees and planting, including the established hedgerow on the southern boundary bordering Chichester Place would be retained and managed. Additional hawthorn and privet would be planted to fill in any gaps and provide a denser natural screen. A new hedgerow and trees would be planted along the periphery of the Mansfield Road properties on the link road's southern boundary to screen views from these properties. Trees species would be chosen to avoid any over shadowing of residential gardens. Replanting at the link road's junction with the A30 Winchester Road where vegetation has to be cleared would include ground cover planting.
108. All mitigatory planting and landscaping works would be controlled by conditions with all planting protected for a period of 5 years after completion of the construction of the road or on completion of planting, with any dying, being damaged or being removed having to be replaced with similar species.
109. All new street lighting required for the route of the link road would be designed to face and 'light up' that area of the highway in line with highway safety standards. LED lighting would be installed which has less problems of glare and light spill associated with it. Mitigation, comprising measures such as shrouding and shielding of the light fittings themselves would be employed.
110. As a result, the proposal is considered to have had regard to the context of the receiving environment and been designed in a sensitive manner seeking to avoid impacts to the environment and residential properties where possible. As such the proposal is considered to be in accordance with policies EM1 (Landscape) and EM10 (Delivering high quality development) of the Basingstoke and Deane Local Plan (2016) (BDLP).

#### Water Environment & Flood Risk

- 110 The proposed link road would be drained via a kerb and gully system linked into pipework connected into several soakaways that discharge into the underlying chalk aquifer.

111. The site is situated in flood zone 1, which is the lowest risk flood zone with a less than 0.1% chance of flooding in any year. The site is situated within a groundwater sensitive area being situated within a Groundwater Source Protection Zone 2 and 3, responsible for protecting groundwater used for potable usage.
112. The drainage assessment follows the Design Manual for Roads and Bridges (DMRB) 2015 'Standards for the design, maintenance and operation of Suds' (Sustainable Urban Drainage Systems) and has shown that infiltration rates required, including a 40% allowance for climate change, can be achieved with risks to the water environment through flooding and to water quality not considered to be significant. The drainage system would need to be maintained by the County Council once the link road became adopted highway.
113. It is considered that the drainage strategy will not have a significant negative impact on the locality, including on properties around the site, and will not adversely affect the water environment, including to the sensitive chalk groundwater underlying the site. The Lead Local Flood Authority has no objection to the proposal based on the submitted drainage strategy and the Environment Agency had no comments to make. As such the proposal is considered to be in accordance with policies EM6 (Water quality) and EM7 (Managing flood risk) of the Basingstoke and Deane Local Plan (2016) (BDLP).

#### Cultural and Archaeological Heritage

114. Whilst the application did not include an assessment of the impact on the archaeological and historic environment, an assessment undertaken across the wider Camrose Stadium (as part of outline application 19/01110/OUT) concluded that further information about the archaeological potential of the site was necessary, specifically to draw up a scheme to mitigate the impact of development on any below ground (i.e. below the developed surface of the site where any superficial archaeology would likely have been lost already) archaeological deposits.
115. The County Archaeologist concurs with the assessment's conclusions and would have no objection to the proposal subject to the imposition of archaeological conditions to secure the various stages of archaeological investigation, the securing of any mitigation of any archaeological remains identified by the archaeological investigation; and the securing of the analysis, publication and dissemination of the results of the archaeological recording in the public domain.
116. The applicant has been working with the County Archaeologist to agree the scope of these further assessments through the use of 'prior to the commencement of development' planning conditions imposed on any planning permission.
117. The County Archaeologist has no objection to the proposal based on the submitted further archaeological assessment and investigations being secured

by conditions. The completion of these phased conditional works will ensure that the proposed development would not have a significant adverse impact on the local cultural heritage of the site. As such the proposal is considered to be in accordance with policy EM11 (The Historic Environment) of the Basingstoke and Deane Local Plan (2016) (BDLP).

### Ecology and biodiversity

118. An ecological appraisal was undertaken across the site to assess the potential for impacts arising from the proposal and to provide any necessary recommendations and mitigation to make the development acceptable.
119. The appraisal noted that in terms of habitats present within the site, these consisted of patchy scrubland, amenity grassland and hardstanding, with hardstanding occupying the majority of the site.
120. Whilst the appraisal concluded that the site is of low ecological importance, and proposed soft landscaping works mitigating for the loss of the amenity grassland, further recommendations were made including the restriction of clearance works within the bird nesting season (March to September) unless necessary and any trees damaged by ivy and negating the potential for bat roosting be soft felled, both supervised by an experienced ecologist. These would be secured by condition.
121. As a result, the proposal is therefore considered to have been designed in a sensitive manner seeking to avoid impacts to local ecology and biodiversity where possible, albeit in an area of low ecological value. As such the proposal is considered to be in accordance with policies EM1 (Landscape) and EM4 (Biodiversity and nature conservation) of the Basingstoke and Deane Local Plan (2016) (BDLP).

### Noise and Vibration

122. The applicant assessed the predicted construction and operational noise and vibration effects of the proposal, specifically the potential short-term and long-term noise impacts of the new link road off of Western Way into the current access to the Camrose Stadium.
123. The potential effects of changes in road traffic noise at existing nearby dwellings as a result of the both the operation of the link road and changes to Western Way and the Brighton Hill Roundabout layout have been considered. The most sensitive residential receptors are:
  - 1-2 and 3-4 Chichester Place;
  - 351 Winchester Road
  - 77 and 83 Mansfield Road
  - 217 Western Way
  - 65 Buckland Road; and

- 20 White House Close.

124. The assessment of construction activities has shown that the scheme's construction has the potential to cause short-term, temporary significant impacts in the local area during the nine month construction period. The applicant advises that these effects will be mitigated through the implementation of the Construction Management Plan and through community engagement.
125. The Environmental Health Officer (EHO) at Basingstoke and Deane Borough Council requested further information, seeking clarification on the predicted noise modelling works. The applicant has submitted additional information and the EHO has accepted this update and now raises no objection to the proposal in terms of adverse impacts through operational noise of the proposed link road being caused to local residents.
126. The EHO noted that the recent, updated measured noise levels were 3-4 decibels lower than the modelled noise levels. The explanation provided for this difference is the acoustic screening afforded by boundary fences to properties on Mansfield Road and Chichester Place. The original noise modelling did not account for any acoustic benefit from boundary screening, which would remain. The EHO advises that these dwellings would not require any mitigatory works themselves such as insulation and/or further physical screening. Notwithstanding this, the combination of retained and proposed boundary planting in close proximity to Chichester Place and Mansfield Road would also contribute some degree of screening of the link road.
127. In terms of controlling construction-related impacts, the EHO has recommended a condition regarding the submission of a Construction Environmental Management Plan (CEMP) to be approved prior to commencement of the development. The applicant has already proposed something similar within the proposal. It would control impacts from construction traffic, noise, lighting, hours of use as well as general site safety measures to protect the local population from unacceptable and significant disturbance.
128. It is considered that the proposed link road will not have a significant negative impact on the locality, including on the nearest residential properties around the site, by virtue of noise. The Environmental Health Officer (EHO) at Basingstoke and Deane Borough Council has no objection to the proposal subject to the imposition of condition to mitigate construction-related noise impacts via a CEMP. As such the proposal is considered to be in accordance with policy EM12 (Pollution) of the Basingstoke and Deane Local Plan (2016) (BDLP).

### Air Quality

129. The applicant undertook an air quality assessment to assess potential air quality impacts of the new link road on the locality.
130. Whilst the assessment noted that the site is not within an Air Quality Management Area (AQMA), there are residential properties located within a

200m radius of the proposed link road, those in Chichester Place and Mansfield Road.

- 131.
132. The proposed link road would redistribute traffic between Western Way and the A30 Winchester Road, introducing new sources of emissions to those residential receptors. It is these new emissions that require assessment.
133. Looking at the operation of the new link road, the air quality screening assessment for the operation of the scheme was carried out using the Design Manual for Road Building (DMRB) screening method which provides a conservative estimate of the annual mean pollutant concentrations. Annual mean NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> concentrations were estimated at sensitive receptors in the vicinity of roads likely to be affected by changes in road traffic movements as a result of the scheme. Estimated concentrations of all pollutants were shown to be below relevant air quality objectives at all receptors. Impacts on NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> concentrations as a result of the operation of the scheme were estimated to be negligible at all receptors.
134. Whilst the construction phase of the scheme has the potential to generate dust and PM<sub>10</sub> emissions, which may have a short-term adverse impact at nearby human health receptors, with appropriate mitigation measures in place however, these works should not result in a significant residual effect at these receptors.
135. The Environmental Health Officer (EHO) at Basingstoke and Deane Borough Council raises no concerns over air quality impacts arising from the proposed development.
136. It is considered that the proposed link road will not have a significant negative impact on the locality, including on the nearest residential properties around the site, by virtue of emissions on existing air quality. The Environmental Health Officer (EHO) at Basingstoke and Deane Borough Council has no objection although the mitigation of construction-related dust impacts would be controlled via a CEMP. As such the proposal is considered to be in accordance with policy EM12 (Pollution) of the Basingstoke and Deane Local Plan (2016) (BDLP).

## Conclusions

137. It is considered that the proposal would:
- meet an identified need;
  - provide suitable replacement playing field/pitch provision and ancillary facilities;
  - be acceptable in terms of highway capacity and safety;
  - not adversely affect the local landscape;
  - not cause any additional flood risk and protect the quality of groundwater and surface water;
  - not adversely affect local archaeology;
  - not have an adverse effect on ecology and biodiversity; and
  - not cause unacceptable adverse amenity impacts.

## **Recommendation**

That planning permission be GRANTED subject to the conditions in **Appendix A**.

Appendices:

Appendix A – Conditions

Appendix B – Committee Plan

Appendix C – General Arrangement Plan

Other documents relating to this application:

<https://planning.hants.gov.uk/ApplicationDetails.aspx?RecNo=20787>

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	No
<b>People in Hampshire live safe, healthy and independent lives:</b>	No
<b>People in Hampshire enjoy a rich and diverse environment:</b>	No
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	No
<b>OR</b>	
<b>This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:</b>	
the proposal is an application for planning permission and requires determination by the County Council in its statutory role as the minerals and waste or local planning authority.	

**Section 100 D - Local Government Act 1972 - background documents**

**The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)**

Document

Location

19/03116/CMA

Hampshire County Council

BAH006

Camrose Stadium site, Western Way, Basingstoke RG22 6HB  
(Construction of a two-way single carriageway link between the existing Western Way/Buckland Ave mini roundabout through the former Basingstoke Football Ground and then onto A30 Winchester Road

## **EQUALITIES IMPACT ASSESSMENTS:**

### **1. Equality Duty**

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

Officers considered the information provided by the applicant, together with the response from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.



## CONDITIONS

### Commencement

1. The development hereby permitted shall be begun before the expiration of three years from the date on which this planning permission was granted.

Reason: To comply with Section 91(as amended) of the Town and Country Planning Act 1990.

### Hours of Working

2. No heavy commercial vehicles shall enter or leave the site and no plant or machinery shall be operated except between the following hours: 07:30 – 18:00 Monday to Friday and 08:00 – 13:00 Saturday. There shall be no working on Sundays or recognised public holidays. Night works shall only take place Monday-Friday following the advance agreement of the Local Planning Authority.

Reason: To protect the amenities of the occupiers of nearby properties during the construction period in accordance with policy EM12 (Pollution) of the Basingstoke and Deane Local Plan (2016).

### Archaeology

3. No development shall take place until the applicant:

**a)** has secured the implementation of a programme of archaeological assessment in accordance with a Written Scheme of Investigation that has been submitted to and approved in writing by the Local Planning Authority. The assessment should take the form of trial trenches located along the route of the proposed new road to ensure that any archaeological remains encountered within the site are recognised, characterised and recorded; and

**b)** further to the findings of **a)** a programme of archaeological impact mitigation, based on the results of the trial trenching, in accordance with a Written Scheme of Investigation shall be submitted to and approved in writing by the Local Planning Authority; and

**c)** further to the findings of **b)** and following the completion of archaeological fieldwork a report will be produced, in accordance with an approved programme, and submitted to and approved in writing by the Local Planning Authority. The report shall set out and secure appropriate post-excavation assessment, specialist analysis and reports, publication and public engagement.

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 and in accordance with Policy EM11 (The Historic Environment) of the Basingstoke and Deane Local Plan (2016).

### **Construction Management Plan**

4. No development hereby permitted shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan should include, but not be limited to, details on the daily and total number and size of lorries accessing the site, the turning of delivery vehicles and lorry routing, provisions for removing mud and debris from vehicles prior to exiting the site and a programme of works. Once approved, the scheme shall be implemented in full throughout the duration of the construction period.

Reason: In the interests of highway safety and in accordance with Policy CN9 (Transport) of the Basingstoke and Deane Local Plan (2016).

### **Construction Environmental Management Plan**

5. No development shall take place until a site specific Construction Environmental Management Plan has been submitted to and been approved in writing by the Local Planning Authority. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:

- Procedures for maintaining good public relations including complaint management, public consultation and liaison;
- Arrangements for liaison with Basingstoke & Deane Borough Council's Environmental Protection Team;
- All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 07:30 hours and 18:00 Hours on Mondays to Fridays and 08:00 and 13:00 hours on Saturdays only;
- Deliveries to and removal of plant, equipment, machinery, materials and waste from the site must only take place within the permitted hours detailed above;
- Mitigation measures as defined in BS 5528: Parts 1 and 2 (2009) Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction work;
- Procedures for emergency deviation of the agreed working hours;
- BDBC encourages all contractors to be 'Considerate Contractors' when working in the Borough by being aware of the needs of neighbours and the environment;
- Control measures for dust and other air-borne pollutants; and

- Measures for controlling the use of site lighting whether required for safe working or for security purposes.

Once approved, the scheme shall be implemented in full throughout the duration of the construction period.

Reason: To protect the amenities of the occupiers of nearby properties during the construction period in accordance with policy EM12 (Pollution) of the Basingstoke and Deane Local Plan (2016).

### **Camrose Stadium Compensation Scheme**

6. The development hereby permitted shall not be commenced until a scheme detailing the replacement and compensatory playing field area, including associated ancillary provision for those facilities lost at the Camrose stadium site, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- How the scheme accords with Sport England's E4 Exception Policy;
- Details of the replacement and compensatory facilities including their scale, type and location and how they would be successfully integrated into any existing facilities;
- Timetable, phasing and maintenance programme to ensure the delivery of the scheme following the commencement of this development; and
- Demonstrable benefits through the provision of sports and playing field facilities to the local community and population in the Borough of Basingstoke and its surrounds.

Once approved, the scheme shall be implemented in full and in accordance with its timescales and phasing programme.

Reason: To ensure the satisfactory quantity, quality and accessibility of compensatory playing field provision according with Paragraphs 92, 96 and 97 of the NPPF (2019) and Policy CN8 (Community, Leisure and Cultural Facilities) of the Basingstoke and Deane Local Plan (2016).

### **Tree, Hedgerow and Planting Protection Scheme**

7. The recommendations within the submitted Arboricultural Impact Assessment (dated 11 October 2019, ref: CAMLR – ORL-SK111019v5) and Tree Protection Plan shall be implemented in full throughout the construction period. Any trees, hedgerow or other planting that are removed, damaged, or begin dying either during construction or within a five year period following completion of the development hereby permitted shall be replaced with a similar species in that location as agreed in writing with the Local planning Authority.

Reason: To protect retained trees, hedgerow and planting in accordance with Policies EM1 (Landscape) and EM4 (Biodiversity and nature conservation) of the Basingstoke and Deane Local Plan (2016)

### **Protection of Breeding Birds**

8. No tree or planting removal works shall be carried out within the bird nesting season which runs from March to September inclusive. If it is necessary for work to commence in the nesting season, then a pre-commencement inspection of the vegetation for active bird nests should be carried out by an experienced ecologist. Only if there are no active nests present should work be allowed to commence.

Reason: To protect breeding birds and their habitats in accordance with Policy EM4 (Biodiversity and nature conservation) of the Basingstoke and Deane Local Plan (2016)

### **Street Lighting**

9. All permanent street lighting installed within the development hereby permitted shall include mitigation measures to ensure that no adverse impacts from light intensity and spillage are caused to the nearest neighbouring residential properties.

Reason: To protect the amenities of the occupiers of nearby properties from light pollution in accordance with policy EM12 (Pollution) of the Basingstoke and Deane Local Plan (2016).

### **Unsuspected Contamination**

10. In the event that unsuspected contamination is found at any time when constructing the development hereby permitted, work in that area shall cease and it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken to identify what remediation is necessary with a remediation scheme prepared and submitted to the Local Planning Authority for their written approval. Once the remediation works have been completed, a verification report conforming this shall be provided to the Local Planning Authority for written approval. Once approved, the scheme shall be implemented in full throughout the duration of the construction period.

Reason: To protect the health of occupiers of nearby properties and quality of the water environment from the effects of contamination in accordance with policy EM12 (Pollution) of the Basingstoke and Deane Local Plan (2016).

## Plans

- 11 The development hereby permitted shall be carried out in accordance with the following approved plans: **Figure 1.1, HCCSPCO-ATK-HGN-C357-DR-CH-000008 Rev C02, HCCSPCO-ATK-HPV-C357-DR-CH-000006 Rev C01, HCCSPCO-ATK-HSC-C357DR-CH-000002 Rev C04, HCCSPCO-ATK-HGN-C357-DR-CH-000005 Rev C04, CJ008922-WPE-ELS-0007777-DR-M-0001 Rev P05i, HCCSPCO-ATK-HGN-C357-DR-EO-000003 Rev C02, HCCSPCO-ATK-HLG-C357-DR-EO-000002 Rev C03, HCCSPCO-ATK-HGN-C357-DR-CH-000025Rev C02, HCCSPCO-ATK-HGN-C357-DR-CH-000026 Rev C01, HCCSPCO-ATK-HDG-C357-DR-CD-000002 Rev C03**

Reason: For the avoidance of doubt and in the interests of proper planning.

## Note to Applicants

1. In determining this planning application, the Local Planning Authority has worked with the applicant in a positive and proactive manner, seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the applicant/agent and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirement in the NPPF (2019), as set out in the Town and Country Planning (Development Management Procedure) (England) Order (2015).
2. This decision does not purport or convey any approval or consent which may be required under the Building Regulations or any other Acts, including Byelaws, orders or Regulations made under such acts.