

Site 11  
Comments from Vivienne Baxter  
Senior Planning Officer



## Planning & Transportation

Head Of Service: Chris Elliott

Our Ref: ENQ/15/20395

Your Ref:

1 April 2015

Ms Kirkham

Dear Ms Kirkham

### Site 11 - Site Adj To Woolmar Farm And Haven On Snails Lane Blashford

Thank you for your recent enquiry for informal advice regarding your proposed development at the above site. I set out below the planning framework within which we have considered your proposal and our views and how the Local Planning Authority suggests you proceed.

#### Planning Policies Relevant to your Proposal

##### *Core Strategy*

- CS1: Sustainable development principles
- CS2: Design quality
- CS4: Energy and resource use
- CS6: Flood risk
- CS7: Open spaces, sport and recreation
- CS10: The spatial strategy
- CS22: Affordable housing for rural communities
- CS24: Transport considerations
- CS25: Developers contributions

##### *Local Plan Part 2*

- DM3: Mitigation of impacts on European nature conservation sites
- DM20: Residential development in the countryside

##### *National Planning Policy Framework*

- Achieving Sustainable Development
- NPPF Ch. 6 - Delivering a wide choice of high quality homes
- NPPF Ch. 7 - Requiring good design

##### *Supplementary Planning Documents*

- Housing Design, Density and Character
- Parking Standards

##### *Supplementary Planning Guidance*

- Residential Design Guide for Rural Areas

#### Planning History that refers to your property or is relevant to the proposal

None relevant

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Appletree Court, Beaulieu Road, Lyndhurst, SO43 7PA

## Planning Constraints

Small parts of the western boundary with the A338 are within Flood Zone 2 although the majority of the site is outside of this area. The western section of Snails Lane, continuing onto Woolmer Lane to the south is a Public Right of Way.

## Comments received from Consultees

*Policy* - The site is situated in a rural location and outside of any defined towns or villages.

The key policy issues for this enquiry are whether the provision of affordable housing is acceptable in this location and the existence of a flood zone immediately adjoining the site.

Under Core Strategy Policy CS14 the council has set out a target for affordable housing and this includes making provision on rural exception sites (CS14 (e) ). Policy CS22 expands on CS14(e) by permitting housing in rural areas where it is for small scale affordable housing developments, and where it is developed to meet the identified needs of local people unable to meet their housing needs in the housing market. It sets out that suitable sites must be located within or adjacent to an undefined village which provides a range of local services, or has good accessibility to larger settlements nearby. In our view the enquiry site does not meet the criteria set out in the Local Plan and the principle of development for housing is not suitable in this location.

In relation to flood risk, the far western boundary of the site is affected by flood zone 2 and therefore subject to Core Strategy Policy CS6. Given that there is vegetation along the western boundary (which would need to be retained for screening purposes) and the scope for designing a layout which places built development outside of the flood zone, no policy objections are raised in principle on flood risk (subject to a Flood Risk Assessment and any input from the Environment Agency).

Although the indicative figure of 6 dwellings is a modest figure, we would have concerns about whether residential development is appropriate to the open / rural context of the site and there are questions over whether it fits the character of this relatively open rural location (particularly in relation to Core Strategy Policy CS2). Advice from Environmental Design colleagues should be sought on this point.

*Highway Authority (without a site visit) -*

- Whilst Snails Lane is unclassified/unadopted it is still utilised by the general public therefore any access will need to be safe. On this basis I would wish to see any access to be located towards the eastern boundary of the site;
- No vehicular access will be permitted onto Salisbury Road (A338);
- Visibility splays either in accordance with Design Manual for Roads and Bridges, or if a speed survey is undertaken with 85%ile wet weather speeds of 37.5mph/60kph or less than Manual for Streets;
- Parking, both car and cycle, in accordance with 'Parking Standards Supplementary Planning Document (SPD) will be required; &
- Given the status of Snails Lane any estate road could not be considered for adoption as highway maintainable at public expense.

These are just my initial comments and are based upon the limited information available and should not be considered definitive.

## Contributions Required as a Result of Development Proposed

New Forest District Council adopted a Community Infrastructure Levy (CIL) charging schedule on 14 April 2014 with an implementation date of 6 April 2015. Any application determined after this date may be liable to make a CIL payment. Residential development will be liable for CIL if it:

- Involves new build of at least 100m<sup>2</sup> gross internal area (GIA) floorspace; or
- Involves the creation of one or more dwellings.

In order to assess if, and the likely level of, CIL payable it is now a 1APP local requirement that the CIL additional information be submitted with all new applications for residential development. This form can be found at:

[http://www.planningportal.gov.uk/uploads/1app/forms/cil\\_questions.pdf](http://www.planningportal.gov.uk/uploads/1app/forms/cil_questions.pdf). If your development does not fall in to one of the above categories then you will only need to complete sections 2 and 8 of the form. The CIL payment will incorporate previous payments towards public open space, transportation and habitats mitigation. Further information on CIL can be found at: <http://www.newforest.gov.uk/article/14186>

As your proposal is for additional dwellings, there is a requirement to comply with Local Plan policies to mitigate the recreational impact of the proposed development on European nature conservation sites (the New Forest Special Conservation Area/ Special Protection Area/ Ramsar sites, and the Solent and Southampton Water SPA/SAC/Ramsar sites), to meet the requirements set out in the Habitats Regulations. This is covered by the CIL payment outlined above although the habitats *maintenance* cost will be in addition to it. At the time of writing, it has not been determined how this payment is to be secured (possibly through the completion of a S.106 Agreement) but it would amount to £550 per dwelling.

## Consideration of Proposal

The site lies within the countryside outside the New Forest to the north of Ringwood. It is situated on the junction of Snails Lane with Salisbury Road, opposite New Forest Farm Machinery. There is a bus stop on the east side of Salisbury Road just to the north of its junction with Snails Lane. The western boundary of the site consists of a mature hedgerow with several trees although a post and wire fence is visible close to the bus stop where the boundary vegetation is lacking. To the south along Snails Lane, the vegetation is quite extensive although appears to have been cut back recently and a new post and wire fence provided, including an access point roughly opposite Woolmer Farm.

Your proposal entails the provision of some affordable housing although no detail of size or numbers have been provided, or any indication of a proposed layout. I understand that no more than 10 units are likely although this figure could well be just 5 or 6.

New residential development is only acceptable in this location under policy CS22 - Affordable housing for rural communities. Any application would be expected to provide evidence that such accommodation is required in this locality.

The location of the proposed dwellings would be a key issue within the site given the mature trees to the Snails Lane boundary and noise from the A338 to the west. It is also noted that the nearest dwellings are both single storey, as are buildings off Ivy Lane to the north-west. It is difficult to comment further without an indication of what might be proposed but, having regard to the rural nature of the area, breaking up the areas of hard surfacing should be considered - perhaps with the use of on plot parking rather than a communal area where there would be less scope for vegetation to minimise its impact. As dwellings are sporadic here, terraced housing is unlikely to be viewed favourably. The comments made by Policy in

relation to the character of the area are also key to any proposal. I have not at this stage consulted Environmental Design as there are no plans for them to consider.

There are 6 houses within approximately 50m of the site although each is separated by either Snails Lane or Salisbury Road. On this basis, it is not considered that the proposal would have an adverse impact on their amenity through loss of light or privacy. There may be some impact to Haven and Woolmer Farm through increased use of Snails Lane should the access into the site remain as it is at present although for the limited number of dwellings proposed, this impact would not be significant.

From a highways point of view, it is likely that the existing access would be an acceptable location for a new development although consideration will need to be given to the requisite visibility splays and whether this is possible given the mature trees along this boundary.

As stated above, small part of the western boundary are within Flood Zone 2. There are new regulations regarding the need for a Flood Risk Assessment and I can advise further should there be a need, but at present, it is unlikely that such an assessment would be a requirement of any application.

The dwellings would be expected to comply with at least level 4 of the Code for Sustainable Homes.

The site is not within any particular designated areas although given its status as a field, an ecological survey may be appropriate to help inform a design in terms of both layout and features to the properties such as bat tiles/boxes, for example.

There are several mature trees around the site and some smaller ones within. The group of trees to the southern corner and rear of the bus stop together with the pine trees along Snails Lane and yew tree within the site should be considered as constraints to development and should be material considerations to the proposed layout in terms of potential shading and future pressure for lopping.

## **Conclusions**

The provision of a few new affordable dwellings in this location could be acceptable although further details in respect of siting and design would be welcomed prior to the submission of any applications and further views from Environmental Design and the Highway Authority can be sought. Any approval would be restricted to being affordable in perpetuity in order to comply with policy.

The above comments are not binding on the elected Members of the Authority but set out the position of the Officers on the basis of the information you submitted and the research they undertook. You can expect Officers to stand by their advice and for that advice to be specifically referred to if a subsequent application is made and carried forward in decisions or recommendations to Committee. If new information subsequently becomes available that requires proposals to be reconsidered, Officers cannot be held to any earlier advice given. If this becomes the case you will be advised as to the situation and no decision or recommendation will be made until you have been contacted and, when required, further negotiations have taken place. Further information on how to submit an application, the information required, how we publicise the submitted information, and the fee to be paid can be accessed at [www.newforest.gov.uk/planning](http://www.newforest.gov.uk/planning)

If you do have any queries or are unsure about anything in this letter, please do not hesitate to contact me. However, please note that if you require any further written advice this is likely to incur an additional pre-application fee.

Yours sincerely

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Senior Planning Officer

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