

Application No: 20/00787/FULL Full Application

Site: C97/C63 Ipley Crossroads, Beaulieu Road, SO45 5TL

Proposal: Reconfiguration of the C97/C63 Ipley crossroads junction to create staggered junction; reinstatement of existing western arm carriageway to heathland; construction of new western arm to south of existing alignment; reinstatement of part of the highway at Wootton Bridge near Brockenhurst to heathland to create compensatory habitat

Applicant: Ms Wallace, Hampshire County Council

Case Officer: Natalie Walter

Parish: DENNY LODGE

1. REASON FOR COMMITTEE CONSIDERATION

Contrary to Parish Council view

2. DEVELOPMENT PLAN DESIGNATION

Special Area of Conservation
Special Protection Area
Ramsar Site
Site of Special Scientific Interest

3. PRINCIPAL DEVELOPMENT PLAN POLICIES

DP2 General development principles
SP5 Nature conservation sites of international importance
SP6 The natural environment
SP7 Landscape character
SP15 Tranquillity
SP16 The historic and built environment
DP18 Design principles

4. SUPPLEMENTARY PLANNING GUIDANCE

Not applicable

5. NATIONAL PLANNING POLICY FRAMEWORK

Sec 9 - Promoting sustainable transport
Sec 15 - Conserving and enhancing the natural environment
Sec 16 - Conserving and enhancing the historic environment

6. MEMBER COMMENTS

None received

7. PARISH COUNCIL COMMENTS

Beaulieu Parish Council: Support the concerns of Hampshire Constabulary regarding the reconfiguration of Ipley Crossroad. The proposed application would be an effective measure to reduce the likelihood of serious accidents.

Denny Lodge Parish Council: Recommend refusal. Comment:

Whilst the need for measures to be undertaken to improve the junction is fully supported, the Parish Council has significant concerns regarding the safety of the proposed staggered junction. A roundabout or mini roundabout is considered to be a safer arrangement as it would limit the speed of vehicles approaching from all directions.

8. CONSULTEES

- 8.1 Natural England: No objection subject to works taking place outside of the SPA bird breeding season. Comments made in relation to the Habitat Regulations Assessment, alternatives, provision of compensation, impacts on the New Forest SSSI, SAC, SPA and Ramsar site and impacts from road traffic closures and construction works.
- 8.2 Ecologist: Support subject to conditions and works taking place outside of SPA bird breeding season.
- 8.3 Landscape Officer: No objection. Details of splays and kerbs requested.
- 8.4 Archaeologist: Support subject to conditions.
- 8.5 Forestry England: No response received.
- 8.6 Verderers of the New Forest: No response received.
- 8.7 National Park Access Ranger: Support. Comments;
 - 1) This route forms part of the National Cycle Network (NCN2) and those signs should be retained as part of the signage plan.
 - 2) Given that this road is part of the NCN2 and the number of cyclists to have died at this junction, a Warning Cyclist sign should be added at the North and Southern ends of Beaulieu Road.

9. REPRESENTATIONS

- 9.1 Three objections received on the following grounds:
- Existing crossroads is fit for purpose. A staggered junction will not address the problem and is more dangerous than the existing.
 - A roundabout is considered to be safer.
- 9.2 Twenty three representations received in support:
- Improvement to safety.
 - Current junction is a major hazard to all road users in particular cyclists.
 - Work is necessary to prevent future fatal accidents.
 - Improvement of safety of nearby grazing livestock.
 - Large number of accounts of "near misses" at the existing junction by owner of local cycle shop.
- 9.3 Friends of the New Forest: Comment:
- Recognise that the current situation is unacceptable and a solution is required.
 - An alternative would be to close one or more of the carriageways or through other solutions such as a change in speed limits.
 - Support the principle of junction improvements subject to a fully compliant Habitats Regulations Assessment.

10. RELEVANT HISTORY

- 10.1 Application for screening opinion under Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for reconfiguration of C97/C63 Ipley crossroads junction to create staggered junction; reinstatement of existing western arm carriageway to heathland; construction of new western arm to south of existing alignment; reinstatement of part of the highway at Wootton Bridge near Brockenhurst to heathland to create compensatory habitat (20/00812) - EIA not required, confirmed on 04 December 2020
- 10.2 Construction of road layout (RFR/XX/11137) granted on 29 July 1966

11. ASSESSMENT

- 11.1 The 0.32 hectare site is located to west of Applemore and the A326 and north of Beaulieu. It forms the junction between the C63 Beaulieu Road running north to south and the C97 running east to

west. Beaulieu Road has the priority at the crossroads and the C97 has "Stop" markings at the junction. The site is located within the following ecological designations:

- The New Forest Special Area of Conservation (SAC);
- The New Forest Special Protection Area (SPA);
- The New Forest Ramsar Site; and
- The New Forest Site of Special Scientific Interest (SSSI).

11.2 A site of interest for nature conservation lies 250 metres to the north west. There are features of historic importance in the vicinity of the site including WWII bomb craters and a scheduled monument is located 150 metres to the north east. The site lies within Environment Agency Flood Zone 1 and the road is drained via a drainage ditch arrangement. The site is surrounded by open grazed forest comprising lowland heathland.

11.3 Wootton Junction is situated approximately 16.8 kilometres south-west of Ipley Crossroads at the junction of Brockenhurst Road with Wilverley. The site is approximately 0.074 hectares in area and is located within the New Forest SAC, SPA, Ramsar and SSSI sites. There are recorded monument finds approximately 95 metres to the south of the site.

Proposal

11.4 The proposed development is for the reconfiguration of the existing C97/C63 junction to create two T-junctions and comprises the following:

- The excavation and removal of the existing western arm carriageway approximately 125 metres back from its junction with the C63 Beaulieu Road;
- The construction of a new western arm of the staggered crossroad located approximately 50 metres to the south of its existing alignment, approximately 125 metres in length, approximately 663 square metres in area. The new junction would rejoin the existing C97 westbound carriageway;
- A temporary diversion route for the western arm of the crossroads junction for the duration of the construction (anticipated to be three to four weeks but up to six weeks);
- The reinstatement of 591 square metres of forest land where the existing carriageway is removed; and
- The provision of 82 square metres of off-site compensation habitat at Wootton Junction for the loss of 72 square metres of habitat within the crossroads scheme site.

To prevent adverse effects on any reptile species present within the construction boundary, post and rail stock fencing was installed in September 2020 with the agreement of Natural England. This would remain in place until completion of the road.

The proposal includes replacement of the yellow back crossroads warning signs on Beaulieu Road with grey back staggered crossroads warning signs and the "stop" signs at the junction would be replaced with "give way" signs. The existing finger post sign will be relocated and amended to ensure the correct directions are given. Temporary "new road layout" signs will be installed at all approaches to the junction and will remain in place for three months following the completion of works. All new signs will be installed on black signposts. The existing advance warning sign on Beaulieu Road and the "cyclist caution" signs and "think bike" signs on the approaches to the junction will be removed. The temporary "look up" road markings will be removed and the "stop" lines amended to "give way" lines. "Slow" warning markings will remain on all approaches. Beaulieu Road and the eastern arm of the junction will be resurfaced with a high psv stone surface to remove the existing high friction (coloured) surfacing relating to the existing layout.

The surface of the existing road is owned by Hampshire County Council. The surface of the new road is Crown land with the subsoil owned by an unknown third party. A legal land swap would be used to complete the project under a Section 256 notice.

11.5 The key issues in this case are:

- the principle of the proposed development;
- the impact on ecology;
- the impact on the landscape; and
- transport/ highway considerations.

Principle of Development

11.6 There is a strong and urgent need for the proposed development due to the personal injury records for the junction and a decline in the impact of previous casualty reduction schemes.

11.7 At present, northbound-southbound traffic on the C63 Beaulieu Road has priority at the junction and the C97 running east-west has stop markings at the junction. However, the open nature of the existing crossroads has resulted in many drivers ignoring the road safety at this junction and driving straight over the C63 Beaulieu Road without giving way. A total of 52 personal injury accidents have been recorded in the period January 1990 to August 2019, including two fatalities and 14 serious injuries.

11.8 A number of casualty reduction schemes have previously been implemented at the site, including increased signage, road markings and rumble strips. These measures were installed in 1993, 2008, 2012 and 2017 with additional improvements in 2018 and 2019. However, following an initial phase of success, the impact of these is declining as detailed in the Background Report prepared by the Casualty Reduction Team and there is an increasing trend in the severity of accidents. Concern has been

raised by the Serious Collision Investigation Unit of Hampshire Constabulary. There is an urgent need to implement a long-term solution to prevent further casualties at the junction. The scheme is put forward to address this need and is supported by the Casualty Reduction Partnership (comprising Hampshire Constabulary, Highways Operations, Safer Roads and Parking Officer and Borough Council Members). The scheme is also supported by the Authority's Access Officer.

- 11.9 The applicant has considered a number of alternative solutions, which are also set out below, and has concluded that the proposed scheme would address the need whilst having the lowest impact in this sensitive location. The proposed solution, would accord with Policy DP55: Access, which seeks to promote safer access. The need for the scheme must be balanced against other impacts and these are considered below.

Impact on Ecology

- 11.10 Key considerations in this case are the impact on the designated European sites, the New Forest SSSI and on protected species. The Authority has carefully considered the information submitted by the applicant together with third party representations made. Natural England and the Authority's Ecologist have been consulted.

Impact on European Sites

- 11.11 The proposed development would have a temporary construction area of 1,436 square metres within the designated sites and a permanent land take of 663 square metres. Reinstatement of heath on former highway land would comprise 591 square metres. There would be a net loss of 72 square metres of habitat. Compensatory habitat of 82 square metres is proposed.
- 11.12 The proposal has been screened by the Authority, as competent authority, under the Conservation of Habitats and Species Regulations 2017 (as amended) and it is concluded that the proposal would be likely to have a significant effect on the designated site without mitigation. An appropriate assessment has therefore been undertaken to determine whether the project will adversely affect the ecological integrity of the designated site. As the proposal, with mitigation, will result in the loss of 72 square metres of qualifying habitat, the Authority concurs with Natural England that consideration of alternatives and imperative reasons of overriding public interest should be considered before compensatory measures are assessed. The Authority has therefore considered the case for alternative solutions and imperative reasons of overriding public interest as contained in DEFRA Guidance (2012).

Alternative Solutions

11.13 The applicant has set out alternative solutions within the shadow Habitats Regulation Assessment submitted with the application. Information on additional alternative solutions was requested by the Authority and has been submitted and considered in accordance with DEFRA guidance, which states that the consideration of alternatives should be limited to options which are financially, legally and technically feasible. The information is summarised as follows:

- Do nothing/ shunt risk of the left/right stagger - discounted due to strong likelihood of further serious and fatal collisions.
- Road closure/ closure of one or more carriageways - discounted as requires a legal process which could take many years without achieving its aim.
- Change in speed limit/ average speed cameras - discounted as speed has not been cited as a contributory factor in the personal injury accidents data in the last five year period. Instead, there is a need for vehicles to slow or stop at the junction to provide a greater opportunity for cyclists to be visible which is better achieved through an amended junction layout.
- Cameras - discounted as any type of permanent camera would require a solid concrete foundation and a power source which would not be acceptable in this location.
- Gorse planting - discounted as unlikely to achieve sufficient screening; would increase livestock risk on the road; and would require regular management.
- Tree planting - discounted due to landscape impact; increased risk of livestock on the road; effectiveness would reduce over time; self-seeding onto heathland habitat.
- Plastic/ timber screens - discounted due to landscape impact; increased risk of livestock on the road and requirement for concrete bases within heathland.
- Full roundabout - discounted due to substantial land take required; lighting and signage requirements.
- Mini roundabout - discounted as would require an increased land take; lighting and signage.
- Traffic signals - discounted as would require an increased land take; potential realignment of eastern approach; could cause

potential queuing; and power requirement (which would excavation across heathland habitat).

- Chicanes - no evidence of reduction in incidents when used previously; additional signage required.
- Road humps - suitable only for roads with 30mph limit and lighting.
- Traffic islands- discounted as would require an increased land take.
- Double-stagger - discounted as would require a land take twice as large at that of the proposed solution.

The Authority has concluded that there are no other feasible ways to deliver the overall objectives of the project which will be less damaging to the integrity of the European sites affected.

Public Interest

11.14 If it can be established that there are no feasible alternative solutions, the competent authority must next be able to show that there are “imperative reasons of overriding public interest” (IROPI) that justify the project. Guidance states that the different elements of the term should be considered:

- Imperative: it must be essential, weighed in the context of the other elements below, that the project proceeds.
- Overriding: the interest served by the project outweighs the harm to the integrity of the site as identified in the appropriate assessment.
- Public interest: a public benefit must be delivered rather than a solely private interest.

11.15 The applicant has set out detail within the shadow Habitats Regulations Assessment in respect of these elements and this has been carefully by the Authority and is summarised below:

- Imperative - there is a strong and urgent need for the proposed development as set out in paragraphs 11.6 to 11.8 above.
- Overriding - the interest served by the project is considered to outweigh the harm identified to the integrity of the site.
- Public interest - there is a clear public interest requirement for the proposal in order to address an urgent public safety issue through provision of a long-term solution.

Compensation

- 11.16 In relation to compensation at the Ipley Crossroads site, the habitat within the new road footprint will be removed and translocated to the footprint of the existing road. The distance between these areas is approximately 20 metres. The excavated area of the existing road is expected to contain native (but compacted) soils. Where required, locally sourced hoggin will be used to ensure correct depth and levels to receive translocated turf. Intact turf will be removed from the existing heathland habitat to a depth sufficient to retain the existing soil profile and heathland vegetation. The turf will be placed as soon as possible within the donor area (with a maximum ex-situ storage period of two days with daily watering). As the new carriageway area is greater than the old, there will be an excess area of turf which will be used at the off-site location.
- 11.17 At the Wootton Bridge site, a short length of surfaced slip road will be re-instated to heathland habitat (an area of 82 square metres). The existing road surface will be excavated to a depth of 300mm to remove all bound material. Native (but compacted) soils are expected to be present. Where required, locally sourced hoggin will be used to ensure correct depth and levels to receive translocated turf. Excess soil and turf from the Ipley Crossroads site will be used. If the soil/ turf is not acceptable, the site will be left to colonise naturally. A car-free ditch and dragon's teeth will be installed along the edge of the new carriageway.
- 11.18 In Natural England's opinion, the compensation suggested would be appropriate for the loss anticipated and natural regeneration is considered appropriate. The re-use of turf is welcomed, provided it is handled in accordance with the agreed method statement. The Authority's Ecologist has commented that the proximity of the donor and receptor sites increases the likelihood of a higher quality result of heathland restoration and notes the importance of having an experienced ecological clerk of works to direct operations. In respect of the off-site compensation, the proposals are noted to be consistent with other accepted approaches.
- 11.19 Subject to conditions, the Authority is satisfied that the necessary legal, technical, financial and monitoring arrangements are in place to ensure that the compensation will proceed as agreed and will remain in place.

Impact on SSSI

- 11.20 The New Forest SSSI is designated for a wider variety of habitat and species interests than the SAC/SPA and Ramsar. Interest features include the importance of the site for several groups of invertebrates including moths and butterflies. As the Ecological Appraisal that accompanies the application acknowledges, there

are likely to be impacts on invertebrates and in particular the area impacted by the proposal hosts a good population of silver studded blue butterfly. This butterfly has been identified as a species of principal importance for biodiversity (a “priority species”). The Authority’s Ecologist has indicated that, if whole sections of turf can be translocated, there is some potential for conditions to be suitable for the life-cycle of the butterfly and even for some eggs to survive in the shorter term. Whilst regard should be had to the potential impacts on the SSSI, alternatives have been appropriately considered, there is a strong need for the proposed development and appropriate mitigation and compensation has been put forward. Natural England has not objected to the proposal. Monitoring of the translocated mitigation and compensation habitat would be secured by condition.

Impact on Protected and Priority Species

- 11.21 The Ecological Appraisal acknowledges the potential for impact on protected and priority species, such as reptiles, including the smooth snake which is a European Protected Species. It is understood that a European Protected Species licence has already been granted for the works and can be relied upon by the Authority. That licence requires the favourable conservation status of the species population to be maintained and therefore appears good evidence that the tests of the Habitat Regulations have been met in that regard. The Authority’s Ecologist has no objection in relation to the potential impact on protected species, subject to the measures outlined in the ecology report being implemented effectively. A condition is proposed in relation to this together with a condition to secure the mitigation set out in the Ecological Appraisal which is considered to be suitable.
- 11.22 In summary, the ecological impacts of the proposed development have been assessed against relevant legislation and planning policy. No feasible alternatives exist and there are considered to be imperative reasons of overriding public interest for the scheme. The proposed compensation is appropriate and no objection has been received from Natural England. Subject to conditions to secure both mitigation and compensation, it is considered that the relevant legal tests have been met and that the proposals accord with Policies SP5 and SP6 of the adopted Local Plan and the NPPF. It should be noted that any recommendation to grant permission is subject to informing the Secretary of State of the intention to grant permission and a period of 21 days in which the Secretary of State could prevent the permission being granted.

Impact on the Landscape

- 11.23 Ipley Crossroads falls within Landscape Character Area 27 (Eastern Forest Heaths) of the New Forest National Park Authority Landscape Character Assessment (2015) (LCA). It sits

within open heathland and the extensive areas of open heathland are noted in the LCA as a key positive attribute.

11.24 There would be some visual intrusion on the landscape during the construction period from the construction compound, traffic management, plant and staff vehicles. The construction compound would be located partially on the existing highway (closed western arm) and partially on the forest verge on matting to prevent damage. These impacts on the landscape would be temporary and limited in duration.

11.25 On completion, the new junction will have a similar impact on the surrounding landscape to the current arrangement. The scheme has been designed to minimise visual impacts and to reflect the existing character of the road. Key design elements include:

- The new section of road will be built and finished at ground level;
- New shallow ditches with mounds to one side will be dug on both sides and the grass allowed to regenerate naturally;
- Smaller than standard design for the radii of the splays;
- Minimal length of kerbs; and
- A new traditional finger post sign will be provided and signage has been minimised.

Restoration of the old section of road back to open heathland has been carefully designed as above.

11.26 The Authority's Landscape Officer has been consulted on the proposals. Further information was requested and a response received from the applicant. The proposals are generally supported by the Landscape Officer subject to details in relation to kerbing and materials. As the scheme relies on natural re-establishment of the habitat with no new landscaping proposed and any consent would be subject to conditions in relation to the method of works for translocation of turf and monitoring contained within the ecological appraisal, a formal Landscape Ecological Management Plan is not proposed by the applicant.

11.27 In respect of signage, the applicant has sought to reduce the overall amount of signage whilst providing an appropriate level of signage for an area without street lighting, consistent with other junctions in the National Park. The Access Officer has commented that a "warning cyclist" sign should be included on the northern and southern approaches to the crossroads on Beaulieu Road. No new lighting is proposed for the crossroads. During construction, where lighting is required for health and safety reasons, it would be directional and low level.

11.28 In summary, the scheme proposes a solution which will have the lowest impact on the landscape whilst addressing the identified need for improved safety. Subject to conditions in relation to

materials, reinstatement of heathland and lighting, it is considered that the proposed development would accord with Policies SP7 and SP17 of the adopted Local Plan.

Transport/ Highway Considerations

- 11.29 Whilst flow rates are relatively low at the crossroads (with a maximum flow of 246 vehicles during the 16:45 to 17:45 peak from Beaulieu Road North to Forest Road East), the crossroads has an extensive history of personal injury accidents and casualty reduction schemes as set out above. The proposal seeks to address this issue and there are not expected to be any material changes to vehicle flows, traffic composition or junction capacity whilst improving safety for road users, including cyclists. Temporary traffic impacts are anticipated to occur during the construction of the scheme. The western arm of the Ipley Crossroads would be closed for the duration of construction (up to six weeks) with short-term traffic light control at the crossroads and a number of diversion routes would be set up to direct traffic away from the crossroads.
- 11.30 A diversion route will be signed from the C97 junction with the A326 to direct traffic northwards to the A35 to travel south west into Lyndhurst to avoid vehicles travelling towards the crossroads to access Lyndhurst. A drawing has been submitted showing diversion routes with the northern diversion route via Beaulieu Road, Arters Lawn and Deerleap Lane and the southern diversion route via Beaulieu Road, Northern Lane and Hatchet Lane (B3056). The diversions are anticipated to be two to three weeks in duration. There are no public rights of way in the vicinity of the crossroads. Access for pedestrians and cyclists will be maintained throughout construction works.
- 11.31 In relation to construction traffic, an estimated total of 40 HGV wagons (with a maximum eight HGVs per day over five days) are anticipated for the excavation of the existing carriageway. An estimated total of 48 HGVs (with a peak of eight HGVs per day for six days or an average of five per day for ten days) would be required for excavation of the proposed new carriageway. In addition, a total of 28 HGV movements (a peak of seven per day for four days or an average of three per day for ten days) would take place for the proposed carriageway construction and two HGV movements would be required for delivery of materials. The submitted Construction Environmental Management Plan (CEMP) includes the requirement for a construction traffic management plan to be prepared and submitted to the applicant for the construction phase and sets out requirements to be included in the plan, such as provision of wheel-washing facilities; arrangements for deliveries.
- 11.32 In respect of the proposed works at Wootton Junction, these will involve removal of layers of highway surface and backfill of the

excavation with excess material from Ipley Crossroads. A total of four HGVs in one day are estimated for the excavation of the existing carriageway and a total of four HGV movements in one day for backfill of the excavation. No road closure is required. The works would be carried out under a lane closure with three-way traffic signals installed at the junction.

- 11.33 Subject to adherence to the measures set out in the CEMP, the temporary nature of the construction period, it is considered that the proposed development would accord with Policy DP2 in relation to transport impacts.

Other

Historic Environment

- 11.34 The application is accompanied by a Heritage Statement which has considered impacts on the historic environment. There would be no impacts on historic buildings and the site lies outside of any conservation area. Any impact on the scheduled burial mound located 150 metres to the north east would be negligible. Mesolithic artefacts have been found close to the site and the application submission includes a written scheme of investigation for an archaeological watching brief for the site. The Authority's Archaeologist has no objection to the proposal subject to conditions due to the nearby Bronze Age burial mound and Mesolithic flint artefacts. The proposed development would therefore accord with Policy SP16 of the adopted Local Plan and the National Planning Policy Framework (NPPF).

Drainage

- 11.35 The site lies within Environment Agency Flood Zone 1 (low probability of fluvial flooding). A drain lies directly adjacent to the site following Beaulieu Road and Rush Bush Pond is located approximately 230 metres south of the site. The drainage arrangement of the new carriageway will replicate existing arrangements at the crossroads. Drainage ditches will be provided either side of the new carriageway to collect surface water runoff. These will connect to the existing system and a new 225mm culvert will be installed under the new junction linking to the ditches to avoid ponding either side of the junction. A concrete bagwork headwall will be installed at each end of the culvert. The CEMP includes measures to protect ground water and surface water quality. The scheme will not result in an increase in water volume running through the system or impacts on water quality affecting on or off-site habitats. The proposal would therefore accord with Policies DP2, DP8 and DP12 of the adopted Local Plan and the NPPF.

Air Quality

- 11.36 During construction, the scheme has the potential to cause emissions of dust and particulate matter from construction activities together with emissions associated with vehicle movements to and from the site, including material deliveries. Emissions of dust and particulate matter would be mitigated through measures contained in the Construction Environmental Management Plan (CEMP) and any effect on air quality would be short-term in nature.
- 11.37 Once operational, the scheme aims to reduce the number of accidents by staggering the junction to create two T-junctions thus forcing vehicles to stop. Although this would have the effect of reducing vehicle speed at the junction, it is not anticipated that the proposed scheme will result in any change in road capacity, traffic flows or speed away from the junction. As there is no anticipated change in traffic flows, the impacts from operational traffic on air quality are therefore not expected to be significant. The proposal would therefore accord with Policy DP2 of the adopted Local Plan.

Noise

- 11.38 During the construction phase, there would be some temporary noise-generating activities, such as from excavation and earthworks. Noise and vibration will be kept as low as reasonably possibly through mitigation measures in the CEMP, for example, working hours, types of equipment used, local screening around plant. The operational scheme is to improve road safety and will not affect traffic volume therefore there are no additional operational noise impacts anticipated.

Conclusion

- 11.39 The proposed development is for the reconfiguration of the existing C97/ C63 junction to create two T-junctions in a sensitive ecological location within the New Forest National Park landscape. 82 square metres of off-site compensatory habitat is proposed.
- 11.40 There is a strong and urgent need for the proposed development due to the personal injury records for the junction and a decline in the impact of previous casualty reduction schemes. Alternative solutions have been considered and it has been concluded that the proposed scheme would address the need whilst having the lowest impact in this sensitive location.
- 11.41 The ecological and other impacts of the scheme have been carefully considered in consultation with internal and statutory consultees and have been weighed against the need identified. The loss of 72 square metres of habitat has been considered against the relevant legislative tests and it is recommended that

permission is granted subject to the provision of the compensation identified.

- 11.42 The recommendation is subject to informing the Secretary of State of the intention to grant permission and a period of 21 days in which the Secretary of State could prevent the permission being granted.

12. RECOMMENDATION

Subject to no objections from the Secretary of State, Grant Subject to Conditions

Condition(s)

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 Development shall only be carried out in accordance with drawing numbers:
- CJ008720-ECH-HDG-00007777-DR-HE-0500 Rev P01
CJ008720-ECH-HFE-26723624-DR-HE-0301 Rev P01
CJ008720-ECH-HGN-26723624-DR-HE-0101 Rev P01
CJ008720-ECH-HGN-26723624-DR-HE-0103 Rev P01
CJ008720-ECH-HGN-26724140-DR-HE-0110 Rev P01
CJ008720-ECH-HGN-26724140-DR-HE-0111 Rev P01
CJ008720-ECH-HGN-26724140-DR-HE-0112 Rev P01
CJ008720-ECH-HSC-26723624-DR-HE-0201 Rev P01
CJ008720-ECH-HSC-26724140-DR-HE-0210 Rev P01
CJ008720-ECH-HSN-26723624-DR-HE-1201 Rev P01
TM/JW/DR001
WPF0716/CRP/007
WPF0716/CRP/L/001
HCC10/C/010.
- No alterations to the approved development shall be made unless otherwise agreed in writing by the New Forest National Park Authority.
- Reason: To ensure an acceptable appearance of the building in accordance with Policies SP16, SP17, DP18 and DP2 of the adopted New Forest National Park Local Plan 2016- 2036 (August 2019).
- 3 Within 3 months of commencement of development, compensatory habitat shall be provided in accordance with the approved plans and the methodology contained within Appendix 2

of the Construction Environmental Management Plan, unless otherwise agreed in writing by the New Forest National Park Authority.

Reason: To safeguard protected species and to provide ecological compensation in accordance with Policies SP5 and SP6 of the adopted New Forest National Park Local Plan 2016-2036 (August 2019)

- 4 Unless otherwise agreed in writing by the New Forest National Park Authority, development shall only take place in accordance with the Construction Environmental Management Plan prepared by Hampshire County Council, dated October 2020 together with additional details of biosecurity, to be submitted to and approved in writing by the New Forest National Park Authority prior to commencement of development.

Reason: To safeguard protected species and to provide ecological enhancements in accordance with Policies DP2 and SP6 of the adopted New Forest National Park Local Plan 2016-2036 (August 2019)

- 5 Unless otherwise agreed in writing by the National Park Authority, development shall only take place in accordance with the recommendations for ecological mitigation and enhancement which are set out in the Ecological Appraisal prepared by Hampshire County Council, dated November 2020, hereby approved. Following the completion of the works, a report confirming that they have been completed in accordance with the above recommendations shall be submitted to (and approved by) the National Park Authority. The specified measures shall be implemented and retained at the site in perpetuity.

Reason: To safeguard protected species in accordance with Policies DP2 and SP6 of the adopted New Forest National Park Local Plan 2016- 2036 (August 2019).

- 6 No development shall take place other than in accordance with the archaeological Written Scheme of Investigation as submitted and approved.

The development shall not be used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the approved Written Scheme of Investigation and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: The development is located in an area of archaeological significance where the recording of archaeological remains should be carried out in accordance with Policy SP16 of the adopted New Forest National Park Local Plan 2016- 2036 (August 2019).

- 7 The development shall take place in accordance with the details of means of disposal of surface water contained within drawing number CJ008720-ECH-HDG-00007777-DR-HE-0500 Rev P01, unless otherwise agreed in writing by the New Forest National Park Authority.

Reason: In order to ensure that the drainage arrangements are appropriate and in accordance with Policy DP2 of the adopted New Forest National Park Local Plan 2016- 2036 (August 2019).

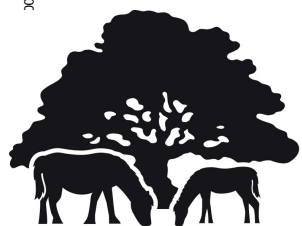
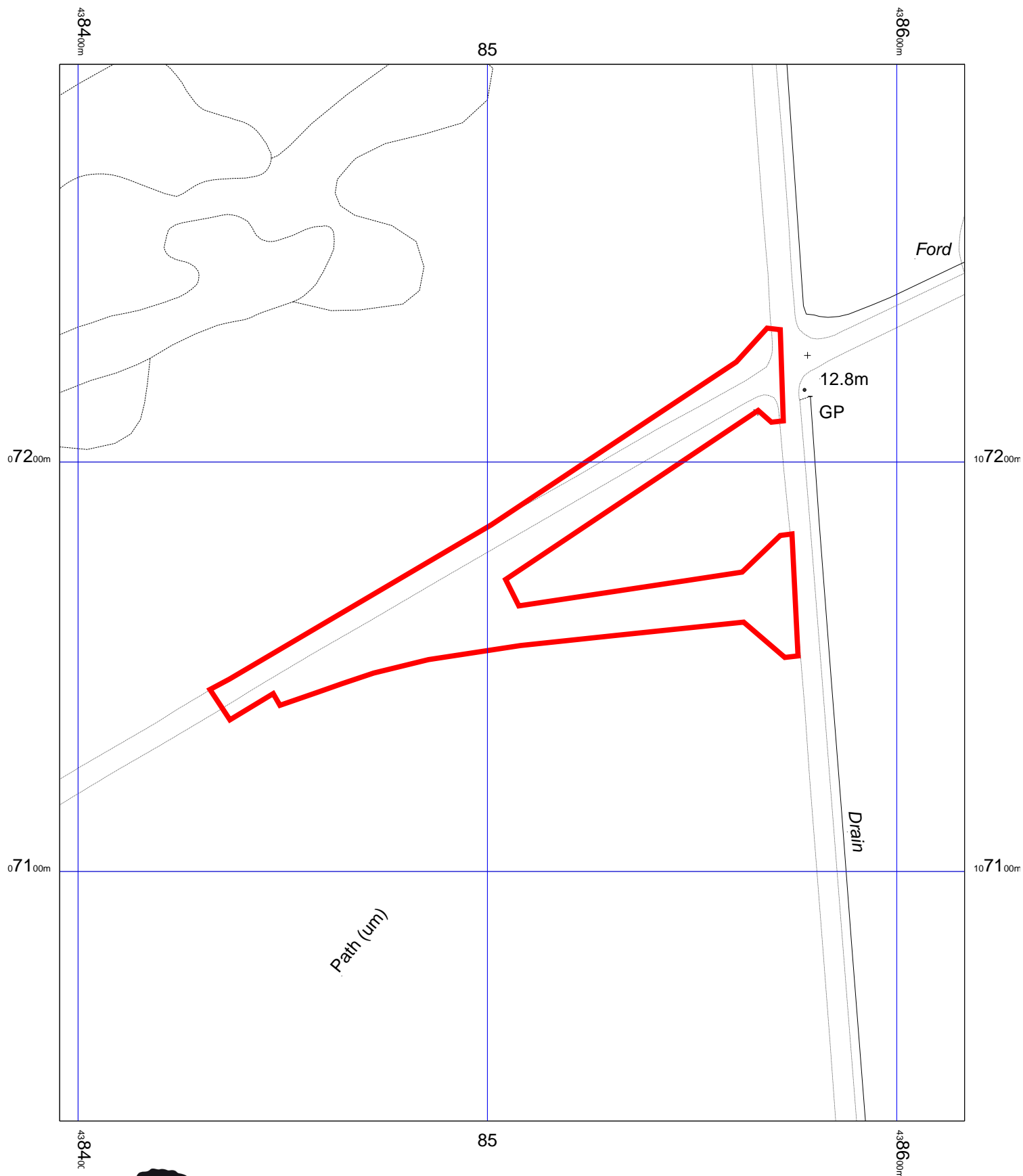
- 8 No development shall take place until details of the kerb and surface materials to be used have been submitted to and approved in writing by the New Forest National Park Authority.

Development shall only be carried out in accordance with the details approved.

Reason: To ensure an acceptable appearance of the road in accordance with Policy DP2 of the adopted New Forest National Park Local Plan 2016- 2036 (August 2019).

- 9 No external lighting shall be installed on the site unless details of such proposals have been submitted to and approved in writing by the New Forest National Park Authority.

Reason: To protect the amenities of the area in accordance with Policies DP2 and SP15 of the adopted New Forest National Park Local Plan 2016- 2036 (August 2019).



NEW FOREST
NATIONAL PARK

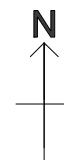
New Forest National Park Authority
Lymington Town Hall, Avenue Road,
Lymington, SO41 9ZG

Tel: 01590 646600 Fax: 01590 646666

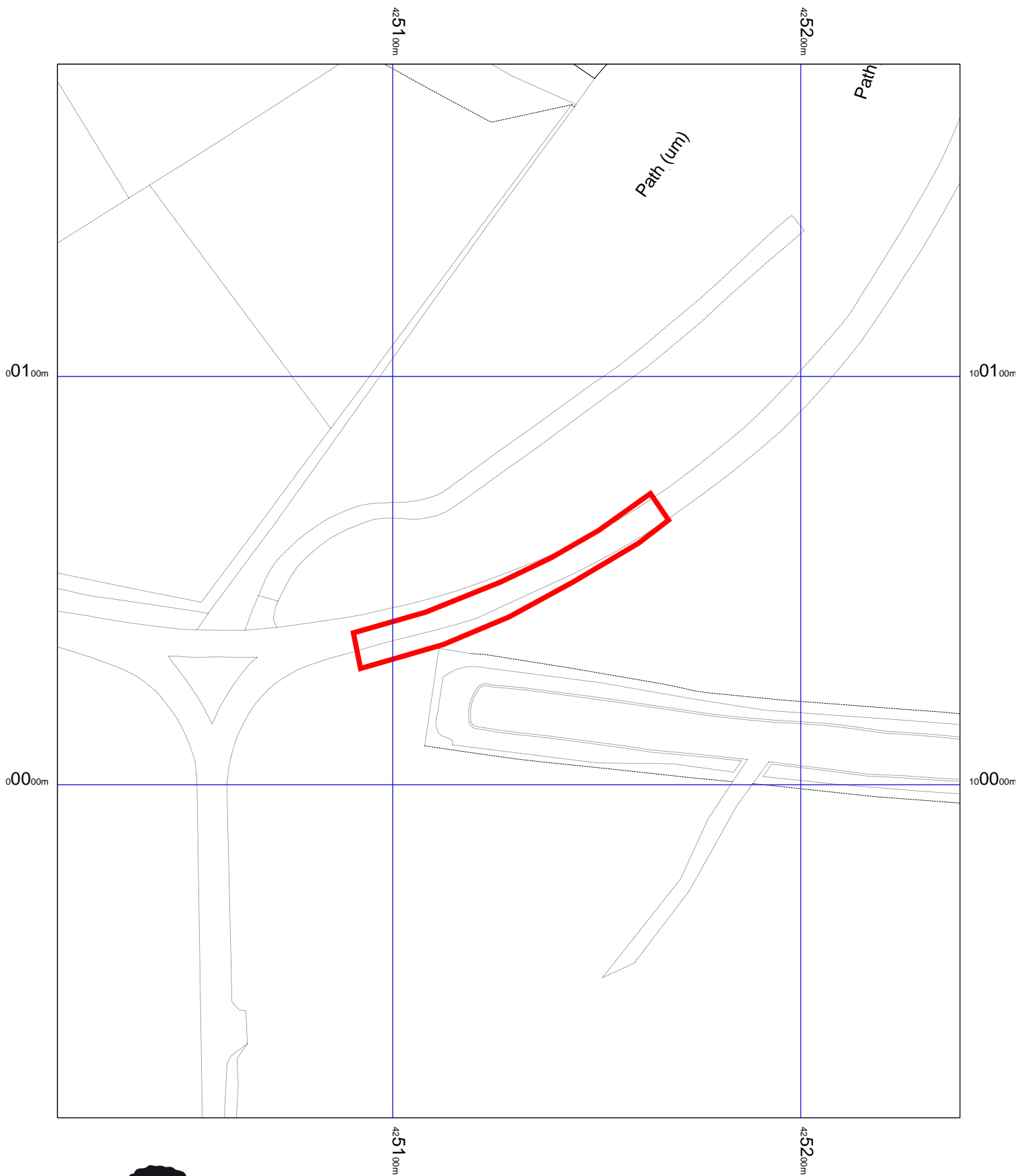
Date: 04/01/2021

Ref: 20/00787 Ipley Crossroads

Scale: 1:1250



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NEW FOREST
NATIONAL PARK

New Forest National Park Authority
Lymington Town Hall, Avenue Road,
Lymington, SO41 9ZG

Tel: 01590 646600 Fax: 01590 646666

Date: 04/01/2021

Ref: 20/00787 Wootton Bridge

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