

Planning Application Response of Planning Policy

Application No:	APP/24/00939
Site Address:	Berewood Phase 8 Development Site, London Road, Waterloooville
Development:	Reserved matters application comprising 185 dwellings
Case Officer:	Kayleigh Taylor
Comments by:	Jade Ellis
Date of Comments:	15 th January 2024

Policy Status:

The [Local Plan \(Core Strategy\)](#) and the [Local Plan \(Allocations\)](#), together with the [Hampshire Minerals and Waste Plan](#), provide the development plan for the borough.

It should also be noted that the Council is progressing a Waterloooville Town Centre Masterplan Supplementary Planning Document.

The following Adopted Local Plan policies are of particular relevance:

- CS9 – Housing
- CS16 – High Quality Design
- CS13 – Green Infrastructure
- CS17 – Concentration and Distribution of Development within the Urban Areas
- CS21 – Developer Requirements
- DM1 – Recreation and Open Space
- DM10 – Pollution
- DM13 – Car and Cycle Parking in Residential Development
- DM24 – Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development
- AL1 – Presumption in Favour of Sustainable Development
- AL2 – Urban Area Boundaries and Undeveloped Gaps between Settlements

Principle of Development:

The site forms part of the strategic site allocation West of Waterloooville of 3,000 dwellings under Policy CS18 Site Profile 4 in the Adopted Local Plan. There are various developer requirements set out within this policy, notably that of the need for high quality pedestrian and cyclist routes to be provided linking the town centre to the MDA and Wellington Retail Park. It is noted that two key 3m pedestrian/cycle links will feature within Phase 8, with one link being delivered along the existing bridleway FP715. These links will connect to an existing toucan crossing which is a requirement of the S106. On this basis, the principle of development is acceptable subject to other material considerations.

Density:

Policy CS17 of the Core Strategy sets out that development will be permitted that makes the most effective use of land. In tandem with this Policy CS9 supports housing proposals which achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.

The Council's [Residential Density Evidence Paper](#) promotes a minimum density of 40 dph outside of town and district centres and defined opportunity areas. This increases to 55dph within defined 'opportunity areas'. The paper also defines opportunities for higher density residential development dependent on accessibility to services that would support future occupants. The plan in Appendix 3 indicates that the site is partly within the Waterlooville opportunity area and partly outside it.

The submitted Planning Statement indicates that the proposal for 185 dwellings within Phase 8 equates to a density of 37dph on a site area of 4.97 hectares. The proposed density is marginally higher than that of the approved Density Parameter Plan which indicates that developments up to a density of 36 dwellings per hectare (dph) are appropriate on site. Based on the net site area shown on the submitted site layout, which indicates a net site area of 10.961 acres (equivalent to 4.4 hectares) this would result in a density of 42 dwellings per hectare.

On this basis it is considered that the proposals secure an appropriate density in accordance with the approved parameter plans and make an effective use of land.

Housing mix and affordable housing :

Core Strategy Policy CS9 indicates that housing proposals should provide a mix of dwelling types, sizes and tenures which help meet identified housing need and contribute to the development of mixed and sustainable communities. This is reiterated by criterion n. of the Housing Delivery Position Statement (which is not directly relevant to the proposals but) indicates that 35% of the overall housing mix should be provided as two bedroom homes unless locally identified need evidence indicates otherwise.

The applicant has identified the Council's [Housing Needs Analysis 2023](#) as the latest evidence on identified housing need. Table 4.1 of the report indicates the following estimate need by size of housing in Havant:

Table 4.1: Estimated Size of Housing Required in Havant (2020-43)

	1 bedroom	2 bedrooms	3 bedrooms	4+ bedrooms
Households requiring...	8%	25%	46%	21%

Source: Edge Analytics; Census 2021; Turley analysis

It is noted that the scheme would achieve a slightly greater proportion of 2 bed (28%), but the overall housing mix would otherwise largely conform with the conclusions of the Housing Needs Study.

Policy CS9 of the Adopted Local Plan seeks to deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more. The proposed development would provide 40% affordable housing which would be policy compliant at the upper range of the policy, and in accordance with the outline consent. The Council's Housing Manager will be able to provide further advice in terms of the type and tenure of affordable housing that should be provided.

Parking

The minimum car parking standards would apply in accordance with Tables 4A and 4B of the Parking SPD and Policy DM13.

Based on the accommodation schedule provided in Table 5, the proposed development would generate a requirement for 395 allocated spaces:

Size of Housing	No of Units	Minimum Car Parking Requirement	Number of Car Parking Spaces Required
1 bed	11	1 space	11 spaces
2 bed	52	2 spaces	104 spaces
3 bed	86	2 spaces	172 spaces
4+ bed	36	3 spaces	108 spaces
TOTAL	185		395 spaces

An additional 20% of unallocated visitor parking should be accommodated which would equate to 79 spaces. This would result in an overall requirement for 74 parking spaces.

When compared to the proposed total of 439 spaces, including 37 visitor spaces there would be a slight overprovision of allocated parking spaces (+7) and under provision of visitor spaces (-37). Paragraph 4.15 of the Parking SPD indicates that with the exception of small residential developments visitor parking will normally need to be considered and incorporated within a planning proposal. On this basis, the development would not secure standards in accordance with the Parking SPD which would conflict with Policy DM13.

Five year housing land supply

The Council's Five Year Housing Land Supply Update (March 2023) indicates the Council has 1.81 years supply with a 20% buffer applied. This is below the five year supply threshold, and as such there is normally a presumption in favour of sustainable development (para 11d of the NPPF). The tilted balance means that permission should only be refused where the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

Conclusion

The principle of the development of this site is acceptable subject to other material considerations. It is noted that the development would not provide sufficient resident parking and would result in a significant under provision of visitor parking with around only half of the required visitor provision. The applicant has not provided any justification for this, which would conflict with Policy DM13 and the Parking SPD.