

Planning Application Response of Planning Policy

Application No:	APP/23/00471
Site Address:	Land of North of Fire Station (Blue Star Land), Waterlooville
Development:	Outline planning application for a residential development of up to 90 dwellings with access from Laxton Leaze and emergency access from Ellisons Crescent and all other matters reserved.
Case Officer:	Arleta Miszewska
Comments by:	Jade Ellis
Date of Comments:	31 st August 2023

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.

The Council's Housing Delivery Position Statement is also of relevance to the proposals which was adopted by the Council on 16th March 2022.

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
- DM23 – Sites for Brent Geese and Waders
- 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
- W125 – West of Asda/ Blue Star Site

Principle of Development:

The site is allocated for 50 dwellings and main town centre uses under Policy WA2/Ref W125 in the Adopted Local Plan.

The site is also identified in Table 1 of the Housing Delivery Position Statement (HDPS) for the delivery of 90 dwellings. This site capacity reflects the site allocation in the withdrawn Havant Borough Local Plan. Significantly, the previous Local Plan proposed the site only be allocated for residential development given its proximity to the Berewood (MDA) development.

Decision Making Principle 2 of the HDPS sets out sites in Table 1 will be supported in order to significantly boost housing supply in the Borough, and will be:

- Required to meet the remaining requirements of the Development Plan; and

- Expected to comply with the Decision Making Principles set out in the Housing Delivery Position Statement.

As such, the principle of development is acceptable subject to other material considerations.

Development Quality

Paragraph 2.19 of the HDPS indicates that it will be necessary for proposals to demonstrate they constitute sustainable development by demonstrating compliance with the remainder of the Development Plan and Decision Making Principles. The Site Opportunities and Constraints and the developer requirements associated with Policy H42 of the withdrawn [Pre-Submission Local Plan](#) provide a useful starting point in terms of the consideration of the development proposals.

Decision Making Principle 5 of the HDPS also makes clear that Council expects development of high quality, and in order to be considered sustainable development, the criteria in this principle must be met. The applicant has submitted a checklist to assist the Council in the assessment of the acceptability of this location.

It is noted that the vast majority of development quality standards have been considered by the applicant, and allowed for in the submitted Illustrative Masterplan including:

- The provision of electric vehicle charging infrastructure.
- New homes adhering to nationally described space standards.
- The provision of private and communal outdoor amenity space.
- Open space to be provided based on a standard of 1.5ha per 1,000 population, including community food growing space.

Nevertheless, the application has been submitted in outline form and these matters will be addressed at reserved matters stage.

Housing Density and Mix

The site falls within an 'Opportunity Area' for higher density residential development based on accessibility to services in Waterlooville Town Centre. In these locations, the Council's [Residential Density Evidence Base Paper](#) indicates a minimum of 55dph would be appropriate. Criterion c. of Decision Making Principle 5 sets out that development should provide a minimum of 40 dwellings per hectare based on a net developable area, or where relevant, an alternative density based on the site capacity in Table 1. In this case, Table 1 identifies the site as having a site capacity of 90 dwellings, and as such would comply with this element of the statement.

The site has an area of 1.96ha and so would result in a density of ~46 dwellings per hectare. Though it is noted that the illustrative proposals would include a density range up to a maximum of 72.5 dph and would relate to a 'Market Town' Design Code area which has a density of 37-45dph.

On this basis, whilst the proposals would not reach a threshold of 55dph the development would comply with the site capacity set out by the Position Statement.

Criterion n. of the Housing Delivery Position Statement indicates that 35% of the overall housing mix should be provided as two bedroom homes unless locally identified need evidence indicates otherwise. In this case, the submitted Checklist indicates a range of dwellings could be delivered, from one and two-bedroom flats to 4-bedroom detached houses, though the exact housing mix is reserved for a future application.

Affordable Housing

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 30% affordable housing which would be policy compliant.

The Council's Housing Manager will be able to provide further advice in terms of the type and tenure of housing that should be provided.

Parking

In the adopted local plan, the site is defined as falling within WaterlooVille Town Centre as defined by Policy CS4. However, the withdrawn Local Plan removed the site from WaterlooVille Town Centre boundary given its proximity to the Berewood MDA development. The Parking SPD sets car parking requirements in town centres according to their accessibility to shops and services and public transport reflecting reliance on private vehicle use and ownership should be less.

Whilst Tables 4A and 4B of the Parking SPD set maximum car parking standards for the town centres; the site is clearly separate from the town centre though in clear proximity to it. In this case, it is considered that the level of parking should be based on the *minimum car parking requirement* for the reasons set out below.

Paragraph 3.05 of the SPD is clear that the level of parking must be based on the nature and scale of development, access to shops and services together with public transport accessibility. It is also noted that the design and layout of the development will also be a material consideration. Notably WaterlooVille Town Centre does not benefit from a train station.

Paragraph 6.29 of the submitted Planning Statement indicates that the applicant would instead target the maximum standards for WaterlooVille Town Centre. The applicant considers this can be justified through the site's proximity to the town centre and access to shops and facilities on foot. However, paragraph 3.05 of the SPD is also clear that a lower level of provision must not result in displacement of parking pressure into nearby residential areas. In this case, the site is clearly closely related to the MDA and care must be taken to ensure there is no displacement of parking pressure into surrounding streets. The overflow of car parking into Laxton Lease was raised as a key concern through the public consultation. In this respect, a suite of measures to reduce reliance on private cars is set out at Section 7 of the submitted Travel Plan.

Hampshire County Council as the local highways authority will be able to provide further advice in terms of the robustness of the measures proposed, and whether the development appropriately supports sustainable transport measures.

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.

Development requirements

The application proposals are expected to demonstrate compliance with the development quality standards set out under Decision Making Principle 5. The applicant is invited to submit a 'development quality standards checklist' which sets out how their application complies with the requirements of Decision Making Principle 5.

Conclusion

The principle of the development of this site is acceptable in accordance with Decision Making Principle 2 of the HDPS subject to other material considerations. Whilst the site's capacity of 90 dwellings is acceptable in principle based on its accessibility to WaterlooVille Town Centre, the site clearly relates more closely to the Berewood MDA. As such, there will be a need to balance its interrelationship with the neighbouring residential area to ensure there is not displacement of parking on residential streets within the MDA. The acceptability provision of parking in accordance with the WaterlooVille Town Centre maximum parking standards hinges on whether the travel measures set out the Travel Plan are sufficient. The quantum of car parking provided across the site will also have implications for the design of the scheme, and the overall quantum of development which can be achieved.