

Recommendation: **GRANT PERMISSION**

98/59532/001 - Erection of 1.8m high vertical bar, blunt top, black painted iron railings and gates on north-east boundary and 1.8m high black Paladin fencing along part of southern boundary st and southern boundaries, RNO,16/03/1998

09/59532/002 - Conversion of the existing 3 form entry junior school building into a 1 form entry primary school, with the demolition of the existing 3 form entry infant school and playground for the construction of a grass playing pitch. , PERM,07/04/2009

APP/15/00538 - Consultation by Hampshire County Council for change of use from a paddock to a grass playing field., RNO,19/06/2015

APP/15/01235 - Outline application for residential development for 43 residential dwellings with access off Woodcroft Lane and emergency access off Eagle Avenue with all other matters reserved. (Approved 05.08.2016). Request to discharge condition No/s 4 and 13 (12.04.2019). Request to discharge condition No. 12 (10.05.2019). Request to Discharge Conditions 5 and 10 (14.05.2019)., PERM,05/08/2016

APP/17/01269 - DOC condition 11,

GEN/18/00163 - Request for confirmation that new sports facilities at Woodcroft Primary School (as shown on drawing E1653-L-104 and approved under APP/15/00538), have been constructed and are available for use and that as a consequence, Condition No. 11 of Planning Permission APP/15/01235 has been complied with., ,21/02/2018 13:46:43

APP/19/00281 - Reserved matters application following Outline Planning Permission APP/15/01235 and APP/19/00339 relating to appearance, landscaping, layout and scale for residential development for 43 residential dwellings with access off Woodcroft Lane and emergency access off Eagle Avenue., PERM,11/10/2019

APP/19/00339 - Variation of Condition 3 of Planning Permission APP/15/01235 relating to wording to be amended from provision of replacement layby to be approved and provided prior to commencement of development, to prior of first occupation.

Request to Discharge Conditions 4,5,10, 12 and 13 (09.09.2019)., PERM,29/08/2019

APP/19/00411 - Condition 4 - Site Setup Plan Condition 13 - Arboricultural Impact Assessment and Method Statement,

APP/19/00505 - Condition 12 - Ecology mitigation measures & preliminary ground level roost assessment,

APP/19/01183 - Variation of Condition 10 of Planning Permission APP/19/00339 altering the timing of the footpath link to the west from 'prior to occupation' to 'prior to practical completion of entire site', PERM,

APP/20/00176 - Variation of condition 5 of planning permission APP/19/00281 relating to approved materials to allow for brickwork elevations., DEL,

3 Proposal

Variation of Condition 10 of Planning Permission APP/19/00339 relating to omitting reference to the emergency linked access onto Eagle Avenue.

Condition 10 requires

No development shall commence until details of the emergency link and footpath link to the west, including details of the road crossing point, have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in accordance with the approved plans prior to occupation of any dwelling unless otherwise agreed by the Local Planning Authority.

Reason: To safeguard the amenities of the locality and in the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Given the nature of the change relating solely to the omission of the emergency link, a nutrient assessment not required.

Application APP/15/01235 was the subject to a planning obligation agreement made under Section 106 of the Town & Country Planning Act 1990 dated 2 August 2016 in respect of Affordable Housing, Management of Common Parts, Sustainable Drainage and associated bond, Solent Recreation Mitigation Project Contribution, Employment and Skills Plan, and Traffic Regulation Order funding. The S106 is worded such that a deed of variation is not required to secure these requirements as they will carry forward to the current S73 application.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS20	(Transport and Access Strategy)
CS9	(Housing)
DM11	(Planning for More Sustainable Travel)
DM12	(Mitigating the Impacts of Travel)
DM13	(Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
DM24	(Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Building Control

No comments received

Community Infrastructure, Planning Policy & Urban Design

As this application is for outline permission, it will not be CIL liable. However, a Reserved Matters application would be CIL liable.

Instructions should be passed by the Case Officer to the CI Team to issue the Solent Recreation Mitigation Strategy Unilateral Undertaking, based on the number of net additional dwellings and their respective number of bedrooms. See <http://www.havant.gov.uk/unilateralundertaking-solent-recreation-mitigation-strategy>
Officer Note - this is covered by the existing S106.

Community Infrastructure, Planning Policy & Urban Design

This does not appear to affect the S106 dated 2/8/2016 under APP/15/01235

Councillor David Jenner

No comments received

Councillor E Shimbart - Hart Plain

No comments received

Councillor P Bains - Hart Plain Ward

No comments received

Crime Prevention -Major Apps

National Planning Practice Guidance advises, that planning has a role in preventing crime and malicious threats, it reminds Local Authorities of their obligations under Section 17 of the Crime and Disorder Act 1998 (as amended), specifically “to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime and disorder.”

The guidance continues “Planning provides an important opportunity to consider the security of the built environment, those that live and work in it and the services it provides.”, it continues, “Good design that considers security as an intrinsic part of a masterplan or individual development can help achieve places that are safe as well as attractive, which function well and which do not need subsequent work to achieve or improve resilience.” “Good design means a wide range of crimes from theft to terrorism are less likely to happen by making committing those crimes more difficult.” There is very little natural surveillance of the subject access route which runs to the rear of plot numbers 8 and 9, it provides a short cut from Eagle Avenue to Woodcroft Lane. All of these attributes increase the opportunities for crime and anti-social behaviour.

Removing this access route will reduce the opportunities for crime and anti-social behaviour throughout this development.

Hampshire Fire & Rescue

Advice in respect to access for firefighting.

Officer note - see further comments from Hampshire Highways.

Hampshire HighwaysInitial comments

The provision of this emergency access was a specific requirement of the outline planning permission. It was agreed early in the reserved matters application that the route would not be adopted by the Highway Authority.

I note the contents of the applicant's supporting letter, and whilst accepting it I would like to think a decision would not be made until the Ambulance Fire and Rescue Service along with the Emergency Response part of Hampshire Police have responded advising they do not require it to meet their response times. I confirm the Highway Authority have no objection.

Further comments -

HCC at one time had a Policy advising a maximum cul de sac length of 200m. More recently it was changed to up to 50 houses can be served by a cul de sac. Now we rely on Manual for Streets.

In this case whilst the development is less than 50 units it is an extension of an existing fairly long cul de sac already which may be reduced when the Woodcraft Farm development is complete.

In para 6.7 MfS advises

“6.7 Emergency vehicles

6.7.1 The requirements for emergency vehicles are generally dictated by the fire service requirements. Providing access for large fire appliances (including the need to be able to work around them where appropriate) will cater for police vehicles and ambulances.

6.7.2 The Building Regulation requirement B5 (2000)¹⁰ concerns ‘Access and Facilities for the Fire Service’. Section 17, ‘Vehicle Access’, includes the following advice on access from the highway: • there should be a minimum carriageway width of 3.7 m between kerbs; • there should be vehicle access for a pump appliance within 45 m of single family houses; • there should be vehicle access for a pump appliance within 45 m of every dwelling entrance for flats/maisonettes; • a vehicle access route may be a road or other route; and • fire service vehicles should not have to reverse more than 20 m.

6.7.3 The Association of Chief Fire Officers has expanded upon and clarified these requirements as follows: • a 3.7 m carriageway (kerb to kerb) is required for operating space at the scene of a fire. Simply to reach a fire, the access route could be reduced to 2.75 m over short distances, provided the pump appliance can get to within 45 m of dwelling entrances; • if an authority or developer wishes to reduce the running carriageway width to below 3.7 m, they should consult the local Fire Safety Officer; • the length of cul-de-sacs or the number of dwellings have been used by local authorities as criteria for limiting the size of a development served by a single access route. Authorities have often argued that the larger the site, the more likely it is that a single access could be blocked for whatever reason. The fire services adopt a less numbers-driven approach and consider each application based on a risk assessment for the site, and response time requirements. Since the introduction of the Fire and Rescue Services Act 2004,¹¹ all regions have had to produce an Integrated Management Plan setting out response time targets (Wales: Risk Reduction Plans¹²). These targets depend on the time required to get fire appliances to a particular area, together with the ease of movement within it. It is therefore possible that a layout acceptable to the Fire and Rescue Service (FRS) in one area, might be objected to in a more remote location; • parked cars can have a significant influence on response times. Developments should have adequate provision for parking to reduce its impact on response times; and • residential sprinkler systems are highly regarded by the FRS and their presence allows a longer response time to be used. A site layout which has been rejected on the grounds of accessibility for fire appliances may become acceptable if its buildings are equipped with these systems.”

I therefore conclude that HFRS are satisfied with the proposed development without the secondary access as its non-provision is unlikely to impact their response times.

Landscape Team

- We have concerns with the lack of natural surveillance and the potential increase in the risk of anti-social behaviour that the proposed area of open space to the rear off units 12-8.
- We would want to see the rear gardens of plots no. 9 and 8 increased to be in line with the garden depths of plots no. 10-12.
- The soft landscaping scheme should look to create a substantial green corridor to replace any trees felled and increase the biodiversity of the site. Can we retain any of the existing trees with in G3 that was proposed for removal?
- There an opportunity to relocated a number of visitor parking bays away from the central open space to the east of the parking bays for plots 8. Which will improve the quality of the open space which at present is enveloped by the highway and parking.
- We will require the soft landscaping drawings to be revised to reflect any amendments to the site layout.

Officer note Plans amended and agreed by LST

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 55

Number of site notices: two

Statutory advertisement: 28/02/2020

Number of representations received: 0

Comment	Officer Comment

Summary:

Comment:

7 Planning Considerations

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. Additionally, the development of the site for residential purposes has been established by the existing extant planning permission. The only change to the proposed development relates to the omission of the emergency link, and other than condition 10, all conditions remain relevant. As such the matters for consideration are:

- (i) Form of development and impact upon the character and appearance of the area
- (ii) Impact upon residential amenity
- (iii) Highway considerations

(i) Form of development and impact

The form of development and impact were assessed under the previously approved applications for this development and found to be acceptable subject to conditions which included condition 10 for an emergency access to the south and a footpath link to the north. The current application seeks to omit the emergency access but would retain the footpath link to the west. The headings below consider the impact of the proposed change.

(ii) Impact upon residential amenity

The emergency access would provide a shorter route for some residents to access Eagle Avenue, but it would be steep and its provision has raised concerns with the Crime Prevention Officer who supports its removal. The footpath link to the west, once provided together with the main access to Woodcroft Lane provide feasible alternatives to this pedestrian route and given these alternatives, the benefits as identified by the Crime Prevention officer are considered to outweigh any loss of amenity to pedestrians.

(iii) Highway and Access considerations

The Highway Authority have raised no objection. The comments note that HCC at one time had a Policy advising a maximum cul de sac length of 200m. More recently it was changed to up to 50 houses can be served by a cul de sac. The development which is for 43 dwellings therefore falls within this number. In respect to HFRS they have not raised objection in their response which provides advice in respect to access for firefighting and fire protection. The Highway Authority have assessed this response and been able to conclude that without the secondary access it is unlikely that response times will be impacted.

8 Conclusion

The application is considered acceptable and recommended for approval.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/20/00160 subject to the following conditions

- 1 Unless otherwise agreed in writing by the Local Planning authority the development shall be carried out in accordance with the reserved matters approved under APP/19/00281.

Reason: The application is granted in outline only under the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and details of the matters referred to in the condition have not been submitted for consideration.

- 2 The development shall not be first occupied until the replacement layby parking has been provided in accordance with details approved under reserved matters application APP/19/00339. The approved parking shall be retained and maintained thereafter unless otherwise agreed by the Local Planning Authority.

Reason: To safeguard the amenities of the locality and in the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 3 The provision to be made within the site for contractors' vehicle parking and material storage compound during site clearance and construction of the development shall be in accordance with the details approved under application APP/00339 and as shown on-

LOCATION_PLAN-1167181 1002-DF
D1859AIAb Land adj Woodcroft School Dated 15.08.19
PROPOSED SITE PLAN 2001-DF-G
PROPOSED SITE SET UP PLAN 17053 - 2001 G

Throughout such site clearance and implementation of the development, the approved parking provision and storage compound shall be kept available and used only as such.

Reason: To safeguard the amenities of the locality and/or in the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 The provision of foul and surface water drains and sewers to serve the same, and ancillary drainage works/plant (e.g. pumping stations) shall be in accordance with the details approved under APP/00339 and in accordance with the approved plans comprising:-

502728-SK3A - Proposed_Emergency_Access
FC2789 Woodcroft -plot 6-12 - tank. 1yr. Pdf
FC2789 Woodcroft -plot 6-12 - tank. 30yr. Pdf
FC2789 Woodcroft -plot 6-12 - tank. 30yr. Pdf
FC2789 Woodcroft -plot 6-12 - tank. 100yr. Pdf
EH Woodcroft FC2789.01A Ex Dr1
EH Woodcroft FC2789.02A Ex Dr2
EH Woodcroft FC2789.03A Ex Dr3
EH Woodcroft FC2789.04A Ex Dr4
EH Woodcroft FC2789.05D Ext Levels Sh1
EH Woodcroft FC2789.06D Ext Levels
EH Woodcroft FC2789.07B Prop Dr Overview
EH Woodcroft FC2789.08C Prop Dr1
EH Woodcroft FC2789.09C Prop Dr2
EH Woodcroft FC2789.10C Prop Dr3
EH Woodcroft FC2789.11C Prop Dr4
EH Woodcroft FC2789.12B Prop Dr5
EH Woodcroft FC2789.13C Prop Dr6
EH Woodcroft FC2789.14 SW Drained areas plan
EH Woodcroft FC2789.15 SW104.185 Agreement Plan Sh1
EH Woodcroft FC2789.16 SW104.185 Agreement Plan Sh2
EH Woodcroft FC2789.17A SW104.185 FWS Long Sec
EH Woodcroft FC2789.18A SW104.185 SWS Long Sec
EH Woodcroft FC2789.30 Adopted Drainage Det1
EH Woodcroft FC2789.31 Adopted Drainage Det2
EH Woodcroft FC2789.31 Private Drainage Det1

Unless agreed otherwise in writing by the Local Planning Authority, the development hereby permitted shall not be brought into use prior to the completion of the implementation of all such drainage provision in full accordance with such plans and particulars as thus approved by the Authority.

Reason: To safeguard the amenities of the locality and ensure that all such drainage provision is constructed to an appropriate standard and quality and having due regard to policies and proposals CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 Prior to commencement all trees and hedgerows that are to be retained within or adjacent to the site shall be enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design, demolition and construction. Recommendations' and such fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

Reason: To safeguard the continued health and presence of such existing vegetation and protect the amenities of the locality and having due regard to policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 6 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, fences or other means of enclosure at the road junctions shall be set back to the sight lines shown on the approved drawing and these visibility splays shall be kept free of obstruction.

Reason: In the interests of highway safety and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 7 No dwelling hereby permitted shall be first occupied anywhere on the site until the road(s) serving that dwelling have been laid to at least base course.

Reason: To avoid excess soil being deposited on the existing roads and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 8 The dwellings hereby permitted shall not be occupied until plans and particulars specifying the provision to be made for external lighting of the same and the type of street lighting including calculations, contour illumination plans and means to reduce light pollution for that phase has been submitted to and approved in writing by the Local Planning Authority. There shall be no external lighting on the site other than as thereby approved. The approved details should be adhered to at all times.

Reason: To safeguard the amenities of the locality and having due regard to policy CS16 and CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 9 The development shall be constructed in accordance with the submitted Phase 1 Environmental Assessment dated August 2019 (reference CCL03230.CJ58) approved under reserved matters APP/19/00218.

Reason: In the interests of ecology and having due regard to policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 10 The development shall be constructed in accordance with the submitted Arboricultural Impact Assessment dated 4th July 2019 (reference D1859AIAa) approved under reserved matters APP/19/00281.

Reason: To prevent damage to retained trees and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 11 The footpath link to the west shall be completed to the written satisfaction of the Local Planning Authority in conjunction with the Highway Authority prior to completion of the Section 38 highway works.
- Reason:** To safeguard the amenities of the locality and in the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 12 The development hereby permitted shall be constructed and completed in accordance with the following materials;
Bricks- Autumn Blend) and feature brick - Blue engineering brick
Feature cladding boarding cedar weather boarding Heather Moss and Boothbay blue
Roof tiles - Redland minstonewold Farmhouse red and Slate grey
- Reason:** To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 13 The landscaping works shown on the approved Landscape Strategy Plan DD275L01J shall be carried out in accordance with the approved details and in accordance with any timing / phasing arrangements approved or within the first planting season following final occupation of the development hereby permitted, whichever is the sooner. Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.
- Reason:** To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 14 The materials to be used in the construction of all means of enclosure including boundaries, screens or retaining walls, shall comprise Pricketts Autumn Blend bricks and Close boarded 1.8m high fencing in accordance with the approved Landscape Strategy Plan DD275L01G approved under reserved matters APP/19/00281. The development hereby permitted shall be completed in accordance with the approved specification.
- Reason:** To safeguard the amenities of the locality and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 15 The surfacing of all open parts of the site proposed to be hardsurfaced shall comprise:-
- Adopted highway and pavements – Black Terram
Private Roads and driveways – Block paving – Charcoal / Natural edgings
Slabs and private pathways – Marshall Saxon – Buff .
- The development hereby permitted shall be completed in accordance with the approved specification.

Reason: In the interests of the amenities of the locality and having due regard to policies CS11 and CS16 of the Havant Borough.

- 16 The development hereby permitted shall be carried out in accordance with the following approved plans:

WLW-BSL-ZZ-XX-DR-A-2001-DF-G PROPOSED SITE PLAN

WLW-BSL-ZZ-XX-DR-A-1002-DF LOCATION PLAN

DD275L01 Rev J LANDSCAPE STRATEGY PLAN

19-01 S-003 P2 OVERALL SITE PLAN

Reason: - To ensure provision of a satisfactory development.