
Site Address: Land adjacent Woodcroft Primary school, Woodcroft Lane,
Waterlooville, PO8 9QD
Proposal: 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.
Application No: APP/19/00281 Expiry Date: 17/06/2019
Applicant: Mr Turner
Guinness Developments Ltd
Agent: Mr Wootton Case Officer: Daphney Haywood
Exbury Homes Ltd
Ward: Hart Plain

Recommendation: **GRANT APPROVAL OF RESERVED MATTERS**

1 Site Description

The site, which measures approximately 1.39 hectares and previously formed part of the Woodcroft School site, is located to the north of the Borough of Havant. The County Council applied for and was granted S.77 Consent under the Schools Standards and Framework Act 1998 to dispose of surplus playing field land by the Department of Children, Schools and Families on 05/08/2011. The Milton Road Local Shopping Centre is situated approximately 200 metres to the east while a greater range of shops is available in the Cowplain District Centre located on London Road approximately 1.2 kilometres to the south east.

Situated to south and west of Woodcroft Primary School, the development site is overlooked by the southern façade of the refurbished school. The School campus itself separates the site from Woodcroft Farm, a current housing development site, with access off Eagle Avenue to the west.

The site is accessed off Woodcroft Lane, which in addition to the school serves a number of residential properties. The land slopes down in a southerly direction towards Eagle Avenue and this boundary is densely planted including mature oak trees towards the western end.

2 Planning History

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., PERM,05/08/2016
APP/19/00339 - Variation of Condition 3 of Planning Permission 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) 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. PERM 29/08/2019

3 Proposal

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. The proposal would provide 4 x 1 bed, 14 x 2 bed, 17 x 3 bed and 7 x 4 bed, and would be mainly 2 storey with a small number of dwellings near the western boundary with the access road to the Woodcroft Farm development being two and a half storey. The dwellings would be constructed in brick (Autumn Blend) and boarding (greengreen and greyblue) with concrete tiles in farmhouse red or slate grey.

Access would be taken off Woodcroft Lane at the northeastern corner of the site and the submitted plan proposes a mix of detached, semi-detached and terraced dwellings, and a central block of flats, arranged around a main spine road in accordance with the illustrative plan for the outline permission.

Under the 2015 outline permission the layby in Woodcroft Lane, which is used by parents dropping off and collecting school children, was to be lost and a replacement layby provided within the housing development site. The subsequent S73 application provides for the retention of all but one of the existing layby spaces during the construction process, with the replacement layby within the housing development to be provided prior to first occupation of the new dwellings. Under the current reserved matters application replacement parking for this one space together with general visitor parking is provided by a further layby adjacent the southern school boundary (as shown indicatively on the S73 approved plans). An emergency access is also proposed from Eagle Avenue which would provide for pedestrians and cyclists and give a direct link to Eagle Avenue and a nearby bus stop. This was agreed under the outline permission. The access would be located towards the eastern end of the Woodcroft Lane frontage away from the mature trees.

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)
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- 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

Arboriculturalist

The proposed layout appears to encroach much closer to the trees, in particular along the southern boundary of the site. This could lead to potential future pressure to prune the trees if most of the garden area is underneath the tree canopies.

G9, G10 and G11 of the Tree report submitted with APP/15/01235 was shown to be retained, however it now appears to be shown for removal. In order to comment fully on this proposed layout I would need an updated Arboricultural Method Statement and Tree Protection Plan.

Further comments

I have seen the revised proposals. It is disappointing that the copse cannot be retained, however, I do not consider the trees to be of suitable quality to be protected by a Tree Preservation Order. The rest of the method statement and tree protection plan is satisfactory and should be strictly adhered to.

Involving the school children with replacement planting is a good idea, although I am not sure how this could be conditioned?

Officer note: *Whilst a condition in this respect is not enforceable the applicant has offered to involving the school children with replacement planting.*

Building Control, (Fire Access Consultation)

1) The submitted plans show that fire vehicle access to plots 24, 25 and 43 will not comply with the guidance given in Approved Document B.

2) The plans show openings in excess of the allowable area, as detailed in the guidance given in Approved Document B, to the side elevation of plot 10. The footpath between plots 10 and 11 appears to be joint access with a notional boundary less than 1m from the wall, there should therefore be less than 1m² of opening in that wall.

Officer note: *The plans have been amended to address these points.*

County Ecologist, Strategic Environmental Delivery

Protected and notable species on site.

The application includes a Site Conditions Update Letter (Kingfisher, January 2019) and an Ecological Mitigation and Enhancement Scheme (Kingfisher, April 2019). The letter report confirms that the site has been maintained in a condition similar to that when last surveyed and is not likely to be constrained by new ecological receptors. I am therefore content that there is a good level of understanding of the site's ecological constraints.

The EMES provides a detailed strategy for addressing both construction-phase

impacts such as vegetation removal, as well as ecological compensation and enhancement measures. I am content with the stated working methods for vegetation clearance and agree that some updating, pre-commencement surveys for trees is necessary. The retained ecologist's advice must be followed during construction. A range of ecological enhancements are provided, including a range of bat and bird boxes and native species plantings. These are all acceptable. My only request is for the addition of nest boxes for common swift to be included. I would suggest that a total of ten boxes, placed in suitable locations according to the ecologist's advice, would be suitable. Swift boxes are inexpensive and have been shown to provide a positive gain for this declining species.

I would therefore recommend that, with the addition of swift nest boxes, the EMES as submitted is acceptable and should therefore be implemented fully.

Amended

The amended EMES now includes details of additional nest boxes for common swifts and is acceptable.

Developer Services, Southern Water

No objection to details of appearance, landscaping, layout and scale. the comments in our initial response dated 30/11/2015 remain unchanged and valid with regard to drainage.

Officer note: *Drainage details have now been discharged in respect to the conditions on the outline approval.*

Engineering/Drainage, Havant Council

No comments received

Environmental Health

Ground Contamination

It is not anticipated that any made soils present would be of significant depth, but I would stress that local disposal of demolition waste within school grounds is very common, and asbestos contamination has been identified at several school grounds within the Borough to date.

I acknowledge that Portsmouth Water company has proposed two no. conditions, one relating to unexpected contamination, the other to piling risk (if proposed). The former includes risks to future occupants, and so is adequate for the purposes of Environmental Health, and so no amendments are necessary. Both *conditions proposed by Portsmouth Water Company are supported*, as I would agree with the conclusions of the Crossfield Consulting report that the chalk is likely to be present within a typical piling depth, and as the site is designated a groundwater source protection zone (1, inner).

For the avoidance of doubt, *I would recommend the following informative* to be placed upon any consent granted in respect of this application: **Informative 1 (Asbestos in soils)**

Transport / Access / Parking (Air Quality) _

I note that local objections principally focus on parking & amenity, and the emergency vehicle access to be provided to Eagle Avenue.

I have not found a rationale or justification for the provision of the emergency access - it would appear that it accommodates a level change, and is both narrower, and

includes tighter-radius bends than does the principle access road taken from Woodcroft Lane. It occurs to me that in proposing an alternative access for emergency vehicles, the applicant is acknowledging a significant congestion / parking issue on Woodcroft Lane.

From an air quality perspective, the emergency access is considered to improve access to the school by means of sustainable transport modes, and so its inclusion for this purpose is supported. There may be a reciprocal detriment to the amenity of plot no. 8, but my colleagues will be covering amenity / noise / nuisance issues under separate cover, and I anticipate that this will be picked up in those comments.

Taking the implicit acknowledgement of a congestion issue on Woodcroft Lane, together with the representations of local residents, it occurs to me that the development itself is at risk of providing additional space for overspill parking for school-run pick-up/drop-off, and that the local roads may (therefore) require a bond to facilitate a traffic management order in the event that this problem arises. This goes beyond the remit of Environmental Health, and I would therefore recommend that the views of the Traffic team be sought in respect of parking controls within the development red-line area. I note that the Traffic consultee has flagged that the development is likely not compliant with the latest parking SPD, despite the assurances of the design & access statement. I could not find an explicit comparison between requirements and proposals, so overall provision is unclear - however it would seem that the development falls short of the recommended 20% visitor allocation. I would not support a <SPD provision at this site, as I don't believe its accessibility credentials to be sufficiently high as to justify it.

I have considered the area in terms of significant local air quality issues (insofar as the National Air Quality Objectives, and the local issues anecdotally described), and have not identified any locations at risk of non-compliant exposure. This does not however mean that there is no public health impact from increasing local emissions (there is no limit for particulate emissions considered to be 'harmless', for example), or indeed from the anxiety caused by the perception that idling vehicles are causing unnecessary local emissions & harming health.

Given the content of the local objections lodged, and the available Council powers - I would anticipate that the Council will receive enforcement requests for the existing (and any new) traffic management orders, and potentially also for the idling vehicles which are often associated with school-run parking problems. It is not clear that this issue has been given robust consideration, or whether there may be an appropriate design response to mitigate the risk of problems arising / being exacerbated.

In respect of encouraging travel by sustainable modes (as stated above), the additional access to Eagle Avenue is supported. I also note the design & access commitment to SPD compliant cycle storage. My only comment in this latter regard is that there are properties shown on the site layout which do not obviously benefit from direct access to the rear garden area. In order for cycle storage to encourage cycling as a convenient and reliable mode of transport, the storage must be quick and convenient to access, and should be accessible without the need to pass through the internal living accommodation (including access hallways etc.).

Drainage

No flood risk or drainage plan is included with the application documents. It would be prudent to secure an agreed layout as a pre-commencement condition. Residential development represents a relatively low pollution risk, however the local groundwater

environment is extremely sensitive.

For this reason, and for the avoidance of doubt - pumped foul sewage system should be avoided wherever practicable, and surfacewater disposal via a soakaway structure which discharges directly to the chalk should not be permitted without robust pre-treatment (via SuDS features, or proprietary interceptors).
I would anticipate the LLFA requiring on site volume attenuation and a strict discharge rate to limit runoff to greenfield rates, and that the LLFA will seek to secure an acceptable drainage layout by means of a planning condition.

Officer note: *Drainage details have now been discharged in respect to the conditions on the outline approval. See section 7 in respect to parking.*

Environment Agency, Romsey Depot

No comments received

**Comments - HBC Community Infrastructure Officer
CIL**

The CIL rate is set out in our Charging Schedule:

<http://www.havant.gov.uk/sites/default/files/documents/HBC%20CIL%20Charging%20Schedule%20Full%20Document%20Feb%202013.pdf>

The amounts in the Charging Schedule are indexed according to the year in which permission is issued. If the permission were issued in 2019 the amount of indexation would be 39.73%.

The liable party is noted as being an affordable housing provider. We note CIL Form 1 has not been completed quite correctly as there is a discrepancy between the liable party and the signatory, so this requires review and resubmission. We will also require completion and submission of CIL Form 2 to consider granting Mandatory Social Housing Relief. Once the relief has been granted this will reduce the CIL Liability to nil providing the clawback terms set out in the CIL Regulations are met. If CIL Form 2 is not received by the date of decision, the full CIL liability will apply*
(*although this can be considered post decision as long as the permission is not implemented).

S106

As this is a reserved matters application the obligations set out in the S106 dated 2 August 2016 relating to application APP/15/01235 will apply unless these are varied through a Deed of Variation.

In respect of the Solent Disturbance Mitigation Project Contribution this too remains as agreed under the S106 dated 2 August 2016 as the quantum of development is the same as agreed under the outline application APP/15/01235.

Housing Needs Manager, Housing Needs Manager

Current planning policy requirements Core Strategy policy CS9. 2, the Havant Borough Housing SPD (July 2011), the governments Ministerial Statement published during the summer of 2016, the Local Plan Housing Statement, and the emerging Havant Borough Local 2036 mean that developments of 11 units or more would be required to provide 30-40% affordable housing on site; the draft HBLP 2016 includes an emerging affordable housing requirement of 20% on sites that sit within town/local centres.

However, at this stage, the new plan carries more limited weight, so I would expect this proposal to deliver the current minimum 30% affordable housing requirement which equates to 13 units if 43 units are ultimately delivered.

Demand for affordable housing in the Havant area continues; as at 12/04/2019 there are 1585 households registered on Hampshire Home Choice seeking accommodation in our area. Of these over 50% are waiting for a one-bedroom home whilst a further 532 are waiting for two bedrooms. 223 require three bedrooms, and 66 households need 4 or more bedrooms.

The applicants, The Guinness Partnership, have confirmed that they intend to provide 100% affordable homes, and discussions to date have agreed the following mix:

Size	Social Rent	Shared Ownership	TOTAL
1BFlat	4		4
2BFlat	2		2
2BHouse	5	8	13
3BHouse	4	13	17
4BHouse	3	4	8
TOTAL	18	25	43

I am very pleased that the housing association have taken advantage of the funding available from the government to provide Social Rents as these will be more affordable for our applicants with lower incomes.

I am also very happy that a number of 4-bedroom homes feature in the proposals as this size of unit becomes available rarely and these units, once developed, will make a difference to the waiting time for our larger families.

This development it will help to improve the supply of this very limited resource and at the same time help towards the overall housing numbers required by the Borough. The homes will provide much needed accommodation in a popular, desirable location with excellent links to transport, education and amenity facilities.

The affordable homes will be advertised by Havant Borough Council through Hampshire Home Choice; our sub regional choice based lettings scheme and a Community Lettings Plan would be suggested to the Registered Provider with the aim of creating a sustainable community.

Landscape Team, Technical Services

We have concerns with the potential tensions arrived from allocated parking bays being located in front of neighbouring properties. Whilst this is not prevalent throughout site plots no. 8, 9 and 10 do have this issue, however I think a minor redesigned would help mitigate this issue. By realigning the eastern fence line to plot no. 13 this will afford additional land to redesign the parking bays and introduce additional trees and soft landscaping. By reducing the width of the planting beds it will create additional opportunities to plant tree whose vertical form will break up the massing of the parking. For clarity of explanation I have done a quick diagram for you below.

- The landscape strategy plans drawing no DD275L01 does not illustrate boundary treatments that fully enclose the rear gardens of plot nos. 5, 8, 13 and 39. We would recommend that any rear garden boundary treatments which either abut a shared surface or are visually prominent within the streetscape should be a higher spec such as a brick wall and/or a fence topped brick wall.

- A planting scheme which offers additional street trees would be more in keeping with the local landscape vernacular of adjacent roads.

Amended plan

No objection

Planning Policy

The Development Plan

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 [Pre-submission Havant Borough Local Plan 2036](#) was approved by the Council on 30 January 2019 and must be afforded some weight.

Principle of Development:

The site is allocated for housing development under reference H45 of the Pre-submission Local Plan and has the benefit of outline permission for development of 43 dwellings under application reference APP/15/01235.

On this basis there would be no policy objection to the principle of development.

While the emerging Local Plan has only limited weight at this point in time, it is advised that the applicant should address the site opportunities, constraints and development requirements as set out in Policy H45 of the Pre-Submission Local Plan, as these have been informed by up-to date assessments of site considerations.

Archaeology:

It is particularly noted that Archaeology has not been considered within the outline permission. As the site has been identified as having moderate potential for unidentified archaeological deposits an archaeological assessment should be provided to support the application. This has not currently been provided.

Ecology:

It is noted that condition 12 of outline planning application APP/15/01235 requires details of proposed ecological mitigation measures. Although this could be dealt with under a separate discharge of condition application under the outline permission, it is considered that this provides some risk that the mitigation measures may not be compatible with the detailed design provided under this application.

Drainage and Controlled Waters:

It is noted that condition 5 of outline planning application APP/15/01235 requires details of proposed drainage measures. Although this could be dealt with under a separate discharge of condition application under the outline permission, it is considered that this provides some risk that the required measures may not be compatible with the detailed design provided under this application.

The site is located in an aquifer source protection zone. As potential contamination from development could result in an adverse impact on controlled waters and potable water supply (Bedhampton and Havant Springs). A conceptual site model should be created to assess this risk in line with policy E21 of the Pre-submission Local Plan.

Conclusion:

Matters relating to archaeology and aquifer source protection zones require further evidence to support the application. This additional information should be provided to the relevant experts to confirm acceptability.

Matters relating to ecology and drainage may be dealt with under a separate application. However, it is strongly recommended that these matters are considered further through the application process to ensure no conflict arises.

Officers note: *Ecology and drainage are the subject of conditions under the outline application, which have now been discharged.*

FAO Waste Strategy Team Leader, Community Group

No comments received

Hampshire Constabulary, Tasking & Co-Ordination Directorate

No comments received

Hampshire County Council, Children Services

HCC will not be seeking a contribution towards education facilities from this site. The reason is due to the funding regime in place for the building work at Woodcroft Primary School.

Hampshire County Council, Strategic Environmental Delivery Group

Thank you for your consultation. There are no archaeological issues that I would wish to raise in this instance.

Hampshire County Council, Strategic Planning Unit

No comments received

Building Regulations: Access for Firefighting

Access and facilities for Fire Service Appliances and Firefighters should be in accordance with Approved Document B5 of the current Building Regulations.

Hampshire Act 1983 Section 12 – Access for Fire Service

Access **to** the proposed site should be in accordance with Hampshire Act 1983 Sect, 12 (Access to buildings **within the site** will be dealt with as part of the building regulations application at a later stage). Access roads **to** the site should be in accordance with Approved Document B5 of the current Building Regulations.

Fire and Rescue Services Act 2004

The following recommendations are advisory only and do not form part of any current legal requirement of this Authority.

Access for High-reach Appliances .

High reach appliances currently operated by the HFRS exceed the maximum requirements given in Section 17 of the Approved Document B. When considering high rise buildings these variations should be considered as additions and incorporated as follows. Structures such as bridges, which a high-reach appliance may need to cross should have a maximum carrying capacity of 26 tonnes. Where the operation of a high reach vehicle is envisaged, a road or hard standing is required 6m wide. In addition, the road or hard standing needs to be positioned so that its nearer edge is not less than 3m from the face of the building.

Water Supplies

Additional water supplies for fire fighting may be necessary. You should contact the Community Response Support, Hampshire Fire and Rescue Headquarters, Leigh Road, Eastleigh, SO50 9SJ (risk.information@hantsfire.gov.uk) to discuss your proposals.

Fire Protection

HFRS would strongly recommend that consideration is given to installation of an Automatic Water Fire Suppression Systems (AWFSS) to promote life safety and property protection within the premises.

HFRS is fully committed to promoting Fire Protection Systems for both business and domestic premises. Support is offered to assist all in achieving a reduction of loss of life and the impact of fire on the wider community.

Testing of Fire Safety Systems

HFRS strongly recommends that, upon commissioning, all fire safety systems are fully justified, fully tested and shown to be working as designed. Thereafter, their effectiveness should be reconfirmed periodically throughout their working lifecycles.

Fire-fighting and the Environment

Should a serious unsuppressed fire occur on the premises, the water environment may become polluted with 'fire water run-off' that may include foam. The Service will liaise with the Environment Agency at any incident where they are in attendance and under certain circumstances, where there is a serious risk to the environment, a 'controlled burn' may take place. This of course could lead to the total loss of the building and its contents.

Premises' occupiers have a duty to prevent and mitigate damage to the water environment from 'fire water run off' and other spillages.

Timber-framed Buildings

These types of buildings are particularly vulnerable to severe fire damage and fire spread during the construction phase.

The UK Timber Frame Association publication '16 Steps to Fire Safety on Timber Frame Construction Sites' provides guidance on this issue and is available from:

<https://tff.co.uk/download/16-steps-fire-safety-timber-frame-construction-sites/>

This guidance should be read in conjunction with the 'Joint Code of Practice on the Protection from Fire of Construction Sites and Buildings Undergoing Renovation', published by the Construction Confederation and The Fire Protection Association (Sixth Edition, ISBN 1-902790-33-2)

Copies of the 'Joint Codes of Practice' and useful sister publication, 'Construction Site Fire Prevention Checklist' (Second edition, ISBN 1-902790-32-4), are available for purchase from the Fire Protection Association: (www.thefpa.co.uk) and from the Construction Industry Press:

Highways Development Planning, Strategic Transport, Economy, Transport and Environment Department

The layout of the vehicular and emergency accesses were granted approval at the time the outline planning permission was granted, I therefore do not propose to comment on these parts of the proposed development. Their consideration included vehicle tracking drawings.

At the present time, it is unclear whether the roads and footways relating to this application are being put forward for adoption by the developer. However, an assessment of the submitted drawings has been undertaken accordingly and the following comments are made:

It is noted that the northern arm of the turning head at the western end of the site is considerably shorter than the one shown on the illustrative layout drawing submitted as part of the outline planning application. I therefore request you to ask the applicant to provide a new tracking diagram based on the reduced turning area to ensure it is of a practical length and avoid any large vehicle having to be driven on to what may be a private drive.

It would be helpful to know what the design speed of the road is to ensure adequate forward and junction visibility splays are provided, and protected/retained.

The Design and Access Statement submitted with the outline application indicated a pedestrian access to the Woodcroft Primary School site on the straight stretch of the access road between the bends. This is not shown on the proposed layout and needs to be, unless it has been agreed it is no longer required. Please note, I am not aware of the latter.

The illustrative layout indicated pedestrian links from the front door of a number of properties direct to their individual off street parking spaces. The layout submitted with this application does not continue with this principle and is a concern to the Highway Authority because this change is likely to lead to on street parking which in addition to being a potential highway safety concern does not follow another principle of the Design and Access Statement in particular parked cars not dominating the street scene.

Please also take into account the comments made at the outline stage by all representatives of the Highway Authority.

It should be noted that these 'planning application consultee comments have been made utilising the plans submitted. Should adoption be required, the S38 process will still need to be undertaken in addition to any planning approval that may be granted by the Local Planning Authority, and the details of this process can be found via the following link - <https://www.hants.gov.uk/transport/developers/constructionstandards>. This process will require additional information to that submitted to date, and require formal engineering drawings for assessment which may result in updates to the layout being required. As such, it is recommended that the developer engage with the S38 team at their earliest convenience.

Should adoption not be required, then whilst HCC would not object to the proposals, it

would be advisable that the developer ensures that the roads and footways are designed to minimum industry standards and/or Hampshire County Council's best practice as set out in <https://www.hants.gov.uk/transport/developers/constructionstandards> . An appropriate Private Management Plan should be put in place to deal with any future issues. Developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link

I therefore recommend a **holding objection** until the above issues can be resolved. I am happy to meet with yourself and the applicant if you think that is appropriate.

Further comments

The third attachment satisfies my request to provide paths between the front door of some plots to their allocated parking spaces. I confirm my holding objection to the issue of the reserved matters application is now withdrawn.

Southern Electric

No comments received

Sport England, The Planning Administration Team, Sport Park

Sport England notes that the proposal has outline permission under APP/15/01235. This permission was subject to a planning condition which required compensatory sports/playing field provision to be made available prior to the commencement of development on site. Sport England understands that such compensatory sports provision has been made available, and on that basis has no objection to the reserved matters application as it is considered to meet our E4 exception policy which states:

'The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:

- ☐ of equivalent or better quality, and
- ☐ of equivalent or greater quantity, and
- ☐ in a suitable location, and
- ☐ subject to equivalent or better accessibility and management arrangements

Sport England would also like to be notified of the outcome of the application through the receipt of a copy of the decision notice.

Open Spaces Manager

No comments received

Traffic Management, HBC

The Traffic Team would be concerned that The HBC Parking Supplementary Planning Document July 2016 has not been met. With a requirement for 89 vehicle spaces and an addition 20% to allow for visitors.

Officers note: See section 7

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: 1

Statutory advertisement: 29/03/2019

Number of representations received: 4

Comment	Officer Comment
The proposed development of 43 dwellings would significantly raise the amount of vehicles using Woodcroft Lane for access. The junction road on to the development is situated next to a primary school on a bend and I feel this would increase the risk to children accessing school in mornings and afternoons. The junction of Woodcroft Lane and Lovedean Lane would also become significantly congested. I feel that the current traffic accessing Tesco already adds a lot of traffic as many cars use Renown Gardens as a turning circle.	The impact of additional traffic was considered under the outline application and considered to be acceptable. The proposed access arrangements (a principal access off Woodcroft Lane with emergency access off Eagle Avenue) were agreed at that time. In addition, the principle of providing a replacement layby within the development was accepted at the time of the outline approval, and the size of the layby now proposed is consistent with that shown indicatively on the outline approval.
Woodcroft Lane itself is in a bad condition already due to construction traffic accessing the development current underway in Catherington Park. There are many cracks and potholes the entire length. Has a survey of the local traffic been carried out recently?	The developer of that site is responsible for making good and has been in discussion with Hampshire Highways.
I object to this application on the basis of access with the emphasis on Highway safety and traffic. It seems likely that whoever put this plan together hasn't really looked at how the traffic moves at the moment and how it is likely to move if this new layout is built. I have the benefit of seeing it every day and make the following observations as a result.. During most of the day Woodcroft Lane is a quiet residential cul-de-sac with minimal traffic but twice a day all this changes. I refer to the morning and afternoon school runs as parents in cars arrive to drop off or collect their children. There are far more cars than there are spaces in the layby (which is often full anyway) so some drive past in the hope of finding a space and then park beyond the school on Woodcroft Lane, or in Woodcroft Gardens on the yellow lines, half on the road and half on the kerb or grass verge as if that mitigates against parking in	Highway safety and the impact of additional traffic was considered under the outline application and considered to be acceptable. The proposed access arrangements (a principal access off Woodcroft Lane with emergency access off Eagle Avenue) were agreed at that time. In addition, the principle of providing a replacement layby within the development was accepted at the time of the outline approval, and the size of the layby now proposed is consistent with that shown indicatively on the outline approval.

violation of parking restrictions. Other parents arriving later can see round the curve in the road that the lay-by is full and just pull in on Woodcroft Lane again half on the kerb or grass verge and on the yellow lines.

Parking in violation of parking regulations is really not a problem for anyone since, in the 12 years I have lived here, the yellow lines have been repainted 3 times and there has NEVER been any parking enforcement! On enquiring about this I was told that the parking regulations are "self enforcing" (REALLY?)

The application proposes removal of the existing Woodcroft Lane lay-by to be replaced by one in the new access road. The first obvious result of this is that parents will park on Woodcroft Lane, parallel to where the existing lay-by is, thus reducing the road width by half.

Parents attempting to use the new lay-by will turn into the development and, seeing the layby full, will either reverse out (!) or go further into the new development and attempt to turn on its road. In any case, it is likely that the new lay-by will be filled by cars that currently use the existing lay-by during the day.

All these problems are created by the ridiculous attempt to create the primary access route to a 43 dwelling estate from the road most unsuitable for it. Mature trees have to be removed and the character of Woodcroft Lane changed for the worse as a result. It is quite obvious that the primary access should be from the wide, straight Eagle Avenue. We have been told that the proposed emergency access route is unsuitable as a primary access because of the gradient involved. That seems unbelievable - if emergency vehicles can negotiate this slope I am sure that the residents cars would be able to. In any case, gradients can be eased.

By far the best and most obvious solution is for the primary access to this development to be from the new road which has been created for the Woodcroft Farm development. On this application, that road is already shown with the main road through this application ending just short of it. If this proposal was implemented, Woodcroft Lane would then provide the emergency access only and none of the new problems identified above would materialise. Either of the Eagle Avenue solutions would put the extra traffic from the new development on to the Eagle Avenue/Milton Road mini-roundabout rather than the

The difference in levels makes this impractical - see also comment above.

Tesco/Woodcroft Lane/Lovedean Lane/Milton congestion that we have at the moment.	
I would like to object to the emergency access planned for this development as it is busy enough along this stretch of road. Is it not possible to have this extra access to the new development joining into the new road that has been constructed to gain access to the other current development instead of creating even more traffic and parking problems along eagle avenue. I raise this issue as a concerned husband of a visually impaired/ blind wife who uses a guide dog to get around, and this would just create an extra obstruction for her to overcome. As well as the parking along this road being a problem for most people already, we could really do without this extra junction	The emergency access has been designed to allow for pedestrians, cyclist and emergency vehicles only.
Under the consideration of highway safety - we strongly disagree with the proposals of vehicular access via either Woodcroft Lane or indeed Eagle Avenue as neither of these roads are constructed or setup for additional traffic which would come from this proposed estate of dwellings. It is bad enough that road access has been created on the Eagle Avenue road just preceding a bend to accommodate the Woodcroft Farm Development Site, with 288 residential units there. Parking along Eagle Avenue, or in our own case just trying to get onto our own off-road parking is fraught with danger as cars, vans and motorbikes often exceed the speed limit now, without the additional number of vehicles this project will generate. We feel strongly that parents with children are at risk of being hurt by extra traffic, let alone people with disabilities and the elderly. The so-called "emergency access" proposed to come onto Eagle Avenue is to us a danger from cyclists who won't worry about pedestrians. It also forms a handy getaway path if someone is out up to no good.	Highway safety including the use of the emergency access and the impact of additional traffic was considered under the outline application and considered to be acceptable. The proposed access arrangements (a principal access off Woodcroft Lane with emergency access off Eagle Avenue) were agreed at that time. In addition, the principle of providing a replacement layby within the development was accepted at the time of the outline approval, and the size of the layby now proposed is consistent with that shown indicatively on the outline approval. The emergency access has been designed to allow for pedestrians, cyclist and emergency vehicles only
We are not confident that given the fact this land is approximately 4 metres higher than the Eagle Avenue road, that by building on it, this may cause more rainwater to pour off it onto the road and down the hill towards Milton Road. When it rains heavily now for any length of time (say 4 to 6 hours) you can clearly see water running down the embankment from the land beside Woodcroft School, and if the	Drainage was considered under the outline application and conditioned.

rain continues or is especially heavy, then it's like a mini river running down the pavement and side of Eagle Avenue.	
I'm not sure what is defined as "local" but in our case along Milton Road before it joins Lovedean Lane we have Tesco Express, Costcutters, Takeaway Shops and a few other outlets. The parking at both of these areas is restricted by spaces, and both the Tesco Express and the row of shops on Milton Road are located on what are already busy enough roads at different times of the day. Waterloooville town centre is far from its previous crowning glory. Woodcroft Lane is a series of potholes and broken tarmac, and Eagle Avenue won't be far behind it with the number of heavy-duty vehicles we have up and down it.	The principle of development has been established under the outline application, and the current application relates to the proposed details.

7 **Planning Considerations**

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Access and Highway Implications
- (v) Impact on Trees
- (vi) Impact on Ecology and European and Internationally Important Sites
- (vii) Flooding and Drainage
- (viii) Archaeology
- (ix) CIL and Legal Agreement

(i) Principle of development

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. The principle of residential development at the proposed density, and the proposed access arrangements (a principal access off Woodcroft Lane with emergency access off Eagle Avenue) were agreed at that time. In addition, the principle of providing a replacement layby within the development was accepted at the time of the outline approval, and the size of the layby now proposed is consistent with that shown indicatively on the outline approval..

(ii) Impact upon the character and appearance of the area

The area is characterised by a variety of development types and finishes and the proposed 2 / 2 and a half storey development, which would occupy a relatively discrete site, would be appropriate in form and of acceptable character. The plans have been amended to improve the landscaping for the development and the proposal is

considered to be of appropriate form in respect to its setting.

(iii) Impact upon residential amenity

The site is separated by roads from the adjacent residential properties other than those in Renown Gardens, which lie to the east. In respect to the impact on these properties, the proposed development has been designed to provide side elevations to the east with no windows to habitable rooms, and building separations of 12m or in excess is provided. As such the relationship in respect to privacy and light satisfies the requirements of the Borough Design Guide. In respect to properties in Eagle Avenue these lie on the opposite side of the road and separation in excess of 35 m is provided. In the case of Woodcroft Lane owing to the form of the development and separation distances, privacy and outlook are not adversely impacted and the main impact relates to traffic and parking. These impacts, including the arrangements for retention of part of the existing layby in Woodcroft Lane and layby parking within the application site, are considered in 7(iv) below.

(iv) Access and Highway Implications

The access and highway implications of the proposal were assessed by the Council's Development Engineer and the wider Traffic Management team at the time of the outline application which provided a Transport Assessment including assessment of the capacity of local junctions to accommodate the traffic associated with the development. This was modelled taking into account the committed Woodcroft Farm strategic site development and included assessment of the Woodcroft Lane/Lovedean Lane priority junction and the Lovedean Lane/Milton Road junction. Both junctions have been forecasted to operate within their theoretical capacities following the development proposed. The proposed access arrangements (a principal access off Woodcroft Lane with emergency access off Eagle Avenue) were agreed at that time. In addition, the principle of providing a replacement layby within the development was accepted at the time of the outline approval, and the size of the layby now proposed is consistent with that shown indicatively on the outline approval

In terms of the detailed layout for the estate roads proposed under this reserved matters application, the application has been amended in response to consultee comments and the initial holding objection from the Highways Authority has been withdrawn and the Highways aspects satisfactorily addressed.

In respect to car parking, the proposal is for 43 dwellings which generates a requirement for 87 spaces to serve the 43 dwellings plus 20% for visitor parking. The submitted plans provide for 87 spaces plus 11 spaces for visitor parking, and one space to replace the lost layby parking space (see Section 3 above). This provides for more than one space per 5 dwellings (20% of dwellings), which is referred to in the Council's parking standards - in practice the visitor spaces amount to 25% of the dwelling numbers. In addition the site is to be for social housing where the SPD guidance states:

Tenure can influence car ownership. Rented accommodation, particularly social rented housing, can have fewer cars than owner occupied households of a similar size and type. However there is the potential for tenure to change over the life of most dwellings to owner occupied status. Reductions will only be considered for rented properties where there is evidence that the tenure is unlikely to change or the developers can demonstrate that lower standards would be appropriate.

Whilst the Traffic Team and Environmental Health have raised concerns regarding the level of visitor parking, the application has been submitted by Guinness Developments and is for affordable housing; cycle parking is provided in accordance with the guidance; and the site is located close to services such as shops in Milton Road, a bus stop nearby in Eagle Avenue and the adjacent primary school adjacent. Given the above the proposed parking provision is considered acceptable.

(v) Impact on Trees

The proposal has been supplemented by additional information in respect to the relationship with trees which in places appears tight with potential overshadowing of gardens. The additional information has been assessed by the Arboriculturalist and no objection has been raised. The impact on garden areas owing to the raised levels of the site relative to the existing trees mitigates the potential overshadowing and the relationship is considered acceptable.

(vi) Impact on Ecology and European and Internationally Important Sites

The amended plans provide additional information in respect to Ecology and the Ecology Consultation response advises that the application is now acceptable. Additionally ecology impacts on the site are the subject of a separate condition on the outline application - details of which have been submitted, assessed and the condition has been discharged.

(vii) Flooding and Drainage

Drainage is the subject of a separate condition on the outline approval - details of which have been submitted and assessed in association with the Lead Local Flood Authority, Southern Water and Portsmouth Water and have been agreed and the condition has been discharged.

(viii) CIL and Legal Agreement

The proposal has been submitted by Guinness Developments and is to be for affordable housing and the required forms in respect to CIL relief have been completed by the applicant.

The outline permission is subject to a S106 agreement in respect to:

- The management arrangements for new roads, including street cleaning and street lighting;
- The contribution in respect to the Solent Recreation Mitigation Project at a cost of £174 per dwelling
- Management and maintenance of communal areas/features - on site open space, non adopted roadways, acoustic fencing and drainage.
- A bond in respect to Suds
- Affordable housing
- An Employment and Skills Plan
- Funding for a Traffic Regulation Order if required.

As this is a reserved matters application the obligations set out in the S106 dated 2 August 2016 relating to application APP/15/01235 apply and the requirements for nutrient neutrality do not apply as the amount of development was approved under the outline approval and has not changed.

8 **Conclusion**

The submitted information satisfactorily addresses the matters reserved under the outline permission and approval is recommended.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT APPROVAL OF RESERVED MATTERS** for application APP/19/00281 subject to the following conditions:

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

LOCATION PLAN- 17053 - 1002

AMENDED PROPOSED SITE PLAN 17053 2001 O

PROPOSED SITE SECTIONS-17053 5001 B

AMENDED HOUSE TYPE ELEVATIONS 17053 - 3001 F, 4001C, 4002C, 4003C, 4004D, 4005C

MIX FLATS - ELEVATIONS- 17053 - 4007A

FLOOR PLANS - 17053- 3001C, 3002D, 3003D, 3004D, 3005D, 3007C

LANDSCAPE STRATEGY PLAN DD275L01G

MATERIALS SCHEDULE DATED 29 JULY 2019.

Reason: - To ensure provision of a satisfactory development.

- 2 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.

- 3 The development shall be constructed in accordance with the submitted Arboricultural Impact Assessment dated 4th July 2019 (reference D1859AIAa).

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.

- 4 The development shall be constructed in accordance with the submitted Phase 1 Environmental Assessment dated August 2019 (reference CCL03230.CJ58).
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.
- 5 The development shall be carried out in accordance with the submitted Materials Schedule dated 29th July 2019. The development hereby permitted shall be completed in accordance with the approved specification.
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.
- 6 The landscaping works shown on the approved Landscape Strategy Plan DD275L01G 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.
- 7 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. 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.
- 8 No dwelling shall be occupied until the approved parking and access serving that dwelling is provided in accordance with the approved plans and shall be retained thereafter for their intended purpose.
Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 9 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 Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.