
Site Address:	Care Home, Site E1, Land West of Waterlooville, Hambledon Road, Denmead		
Proposal:	Erection of extra care accommodation with 48 units and associated communal facilities, access, car parking and landscaping.		
Application No:	APP/14/00854	Expiry Date:	27/11/2014
Applicant:	Mr Meek Highwood	Team:	Team 1
Agent:	Mr Allen Allen Planning Ltd	Case Officer:	Sally Smith
Ward:	Waterloo	DMC Lead Member	

Reason for Committee Consideration:

Density:

HDS Recommendation: **GRANT PERMISSION**

Introduction

The site of the proposed development lies partly in Winchester City Council's area and partly in Havant Borough Council's area. In such a situation, legislation requires that the applicant must submit a separate application to each Local Planning Authority for the part of the site which falls within that administrative area. The applicant has therefore submitted two identical applications, one to each Council. Each application shows the whole development site for clarity rather than just the land within that Council's area. It should be noted however that each Council can only determine the application which falls within its own administrative area. For simplicity this report refers to "the application" in the singular, but this should be read as a reference to the two separate applications, one to be determined by Winchester City Council and one to be determined by Havant Borough Council.

1 Site Description

1.1 The site is an area of land of 0.326ha within the Taylor Wimpey part of the West of

Waterlooville MDA, known as Old Park Farm. It is currently an open area of land on the south eastern corner of the junction of Hambledon Road with the Main Avenue, named Darnell Crescent adjacent to the site. Darnell Crescent then passes into Auger Row and Darnell Road as it goes through the site and this road is the main access serving the northern part of the MDA and will connect through to Berewood, the Grainger part of the MDA to the south.

1.2 There is a deep landscape margin to the front of the site where it abuts Hambledon Road and Darnell Crescent. The distance back from the carriageway varies between 13m and 28m, and the margin will contain a large number of trees, planned to be planted during this planting season. The eastern boundary of the site adjoins the residential area of Taylor Wimpey's Phase 2. It is adjacent to a three storey dwelling fronting Hambledon Road to the rear of which is a block of three garages, a garage court and a further single garage fronting Foxtail Road; all are adjacent to the boundary wall. On the southern side of the site is Foxtail Road, a

secondary road serving the Phase 2 area. Foxtail Road has two, two storey houses facing the rear of the site and there is a three storey property, 1 Darnell Crescent, on the corner of Foxtail Road and Darnell Crescent which has the side of the property facing the site.

1.3 On the opposite side of the Main Avenue from the site will be the large area of the Western Open Space which provides a very wide green area along the western side of the entirety of the Taylor Wimpey development. Opposite the site on the Hambledon Road frontage is South Down View, a residential road of predominantly semi-detached dwellings.

1.4 The site was defined as an 'employment' site, E1 in the Masterplan that was incorporated in the outline permission of the Taylor Wimpey part of the MDA. However, in 2012 permission was granted in outline for an extra care facility for approximately 37 units.

2 Planning History

The Outline planning permission reference 05/00500/OUT (WCC) and 05/40000/000 (HBC) for the development of land for residential (450 units); live/work (24 units); employment (7.1 ha including B1, B2 and B8 and a Household Waste Recycling Centre), mixed use including retail, food and drink, financial/professional and health; open space/recreational purposes and the construction of two accesses from Hambledon Road was granted planning permission on 4th January 2008 subject to a S106 agreement.

Of particular relevance for this site are the outline permissions 10/03253/OUT (WCC) and APP/11/00015 (HBC) for the erection of extra care accommodation with approx 37 units on the site which were permitted in January 2012 and which are therefore extant. The permissions are subject to a S106 agreement.

3 Proposal

3.1 The application is a full application for extra care comprising 48 units; 18 being one bed apartments and 30 two bed apartments together with communal space and facilities including a communal lounge, roof terrace, assisted bathroom, guest sleepover room, hairdressers, treatment room, laundry, refectory, activity room, kitchen, internet area, buggy store and communal landscaped grounds. There is an outline permission for 37 units but a full application has been submitted as the numbers and communal facilities have been amended together with proposals to amend the associated S106 with respect to the manner in which the facility is tied to nursing home proposal for the opposite side of Auger Row. Whilst the applicants have also submitted the reserved matter application for the nursing home and it is intended to establish links between the operation of the two developments the applicant has submitted that the formal link written into the S106 is not acceptable to them as that will lead to a conflict of care choices for individual residents and therefore contrary to the Government's policy to allow greater freedom of choice of care for older people. A S106 is still proposed for the development that would include:

- No unit within the extra care scheme to be occupied until the nursing home is constructed to roof plate;
- No unit within the extra care scheme to be occupied until 6 parking spaces

allocated at the nursing home are completed and
for the use of the extra care facility.

available

- The occupation of each unit shall be restricted to at least one of its occupants
being over the age of 60 or at least one of its occupants
is disabled within the meaning of the Equality Act 2010.

- At least one of the occupants in a unit is contracted to receive a minimum of 2
hours of care a week; such care to offer assistance with day to
day living and personal care.

Nursing care if required will be provided outside of this framework and will be devised according to individual needs. The facility will therefore continue to fill the gap between home living and sheltered housing/residential or nursing care. It will provide a facility that enables the occupants to remain independent with care and medical services on hand.

3.2 The outline scheme was designed to have buildings on all four sides of the site. The current application provides for development on the northern and western boundaries only. The building is three storey on the two frontages with the main entrance on the corner of the site facing towards Hambledon Road in a four storey element. Adjacent to the residential property fronting Hambledon road in Buttercup Way a ground floor flat only is proposed to the rear of the frontage three storey element. There is also a secondary pedestrian access to the rear car parking area. All internal layouts of the apartments have been designed to meet requirements for wheelchair use and all will have access to external balconies or patios.

3.3 The originally submitted application has been amended in design to provide predominantly a three storey building with a parapet wall and flat roof with a four storey element on the corner. The facade has stepped protruding bays to give both vertical emphasis and a horizontal symmetry. The bays are proposed in buff brick with metal framed balconies and feature trellis. The building also includes feature timber cladding and grey upvc windows to match those in the Taylor Wimpey residential development. The parapet would be capped and to the rear of the parapet PVs would be installed on the roof. The materials proposed are as for the nursing home, but executed in a different manner.

3.4 The landscaping scheme to the frontages provides for outdoor seating area set between planting beds and screened from the roads by formal hedging and railing to match those used in the adjacent residential area; trees are also included. To the rear there will also be a communal garden area with seating and which will be secure from the car park area.

3.5 The vehicular access to the site is from Foxtail Road with two access points proposed to the car park. The car park has been amended from the original submission to provide for circulation within it so vehicles may enter and leave in a forward gear. There are 23 on site spaces proposed together with a further 6 spaces being provided at the nursing home site for staff; these 6 spaces to be secured via a S106 Agreement. Staff and residents' cycle storage is proposed together with room for buggy storage/charging in each flat and also a communal storage/charging area on the ground floor.

4 Policy Considerations

National Planning Policy Guidance/Statements:

National Planning Policy Framework in particular chapter 4 promoting sustainable

transport, Chapter 7 requiring good design, Chapter 11 conserving and enhancing the natural environment.

Winchester

Winchester District Local Plan Review
Saved policies DP3, DP4, DP5, T2, T3, T4, MDA1.

Winchester Local Plan Part 1 – Joint Core Strategy
SH1, SH2, CP1, CP2, CP3, CP7, CP10, CP11, CP13, CP14, CP15, CP16,

Other Planning guidance
Movement, Access, Streets and Spaces

Havant

5 Statutory and Non Statutory Consultations

Winchester City Council

Urban Design: Comments made in respect of the amended details:
In urban design terms this is a better design than the originally submitted scheme.

There is more consistency in the architectural language, in the architectural details and the materials. The regular articulation and modelling of the elevations provided by the bays and recesses (which have balconies) both of which contain regular sized windows and window panels will provide visual order and rhythm, which the submitted scheme lacked. There is less architectural consistency in the elevational treatment of the central 4 storey element, which contain the entrance and common facilities and main core. On balance this element is acceptable although I would be willing to discuss adjustments with the architects to secure improvements.

There are some improvements that could be made to the elevation which faces south onto the side road (NB the labelling of the elevations on the drawings are incorrect). This elevation needs some revision with more pronounced and ordered fenestration. Also more thought needs to be given to the junction between the timber cladding and the brick. In circumstances such as this the brick would project forward of the timber cladding, which would then butt up to it.

All the above could be secured through condition 1 below.

The elevations show some metal framing which support balconies and screens for climbing plants. We need to see large scale drawings of these and it is possible that some refinement in the design of these will be needed, which can be secured by condition.

The illustrative drawings of the consented scheme concealed the car parking, whereas this scheme exposes it to views from the street, albeit there are some screen walls proposed. To my mind it would be better in streetscape terms if some good tree planting and a hedge could be secured along this boundary with the street although the landscape architect will advise on this

I would recommend the following conditions:

Condition 1

Before development commences, 1:20 scale fully annotated plans, elevations and sections of the following details shall be submitted to and approved in writing by the local planning authority:

- Balconies, balcony screens, balcony supports, metal framing and balustrades and railings/boundary treatment around terraces and flat roofs
- Window frames including reveals (which should be a minimum of 100mm) and window surrounds and junctions with façade's and head and sill details,
- Window central panels and side panels
- Orial windows including undersides, cheeks and roofs
- Doors and shutters together with framing and their reveals and junctions with the elevations Parapet cappings
- Canopy and main entrance
- All rainwater goods
- Materials and detailing of the ceilings to overhangs, under-crofts and balconies
- Solar panels and all other plant and machinery fixed to the external envelope of the buildings together with their fixing to all external materials
- Garden gates, and all garden and car park boundaries (including all fences, walls and railings
- Metre boxes/cabinets and other utilities where they will be visible from the public realm including their positions, colours and materials
- Bike storage structure
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The approved details relating to each building shall be implemented in full before that building is occupied.

Reason: to ensure that the external appearance of the development is of a high quality on this prominent corner site.

Condition 2

Before development commences, samples of all the external materials to be used on that building shall be submitted to and approved in writing by the local planning authority. The external materials shall comprise those listed on the approved drawings and the main elevation materials shall comprise a soft stock brick and natural timber cladding, unless otherwise agreed in writing by the local planning authority.

Reason: to ensure that the external appearance of the development is of a high quality on this prominent corner site.

Highway Engineer:

This application seeks full permission for the development described above, details of which are shown on the submitted layout plan (drg. No.14-208-001). A previous outline planning application for 38 units was granted approval in January 2012, so the principle of a Care home on this land has already been established.

A Transport Statement (Report no. 14-208-02) dated August 2014 has been submitted in support of this current application which examines the existing conditions (i.e. Local highway network; pedestrian and cycleway routes; public transport and travel to local facilities). The proposed development is also considered and examines the proposed site access; on-site parking provision;

vehicle movements and traffic impact.

The proposed development will comprise of 19 no. one bed and 31 no. two bed units. The extra care facility will offer care for residents if required - as residents needs change so can the level of care they receive without the need for them to relocate.

A total of 30 no. car parking spaces are proposed 24 of which will be on this site and a further 6 spaces are to be available on the site located 150m approx. to the south (subject to the current planning application no. 14/01935/REM).

The Transport Statement explains the total number of employees will be 12 with a maximum number of 7 staff (3 full time and 4 part time) during the peak operation times. It is intended that 4 of the 24 on site car parking spaces will be available for part time staff, with the remaining 20 spaces available for residents and their visitors). Of the 6 no. spaces available on the site to the south - 3 no. spaces are intended for full time staff members whilst a further 3 no. spaces are available for additional carers and/or professional staff as required.

The majority of the application site is located in the Havant Borough Council District and their

Development Control Engineer (Mr. Peter Marshall) has already provided a local highway officers response. I note from his response that the main issue of concern is whether or not the amount of car parking will be sufficient to cater for the proposed use without causing overspill parking on the adjoining highway network. He has also requested that the submitted layout plan be amended to allow improved circulation around the on site car parking area for residents/visitors vehicles as well as emergency and/or delivery vehicles. However, this will reduce the number of on site car parking spaces from 24 to 22 spaces + the 6 spaces on the opposite site making a new total of 28 spaces instead of 30 spaces.

The total number of bedrooms proposed for this development is 80 and if we assumed that on average each bedroom had an occupant of 1 person then there will be a total of 80 residents/guests. The Nursing and Rest Home maximum car parking standards require 1 space per 4 residents and 1 space per staff and therefore applying this criteria to the numbers discussed above 20 resident + 7 staff spaces will be required making a total of 27 spaces. So even after the 2 spaces have been removed to improve circulation the number of parking spaces provided will comply with the required parking standards.

However, in order to address the concerns raised by Peter Marshall, about overspill parking on the

surrounding highway network, he has suggested that the developer should agree to enter into a 106

Agreement to pay a sum of £5,000 for the implementation of TRO (parking restriction) if needed for a five year period. In my opinion this offers a sensible pragmatic solution to address the concerns about possible overspill parking.

Havant Borough Council

Waste Services Manager: If the care home is run privately a private trade waste contractor would be responsible for waste collection.

Environmental Health Manager: A condition was proposed in respect of protecting proposed habitable rooms on the north and western elevations from traffic noise from Hambledon road. A Noise Mitigation Report has since been submitted and the view provided is the mitigation for the flats is acceptable but a condition is required to control the acoustic performance of any external plant.

With respect to the Ground Conditions report, Members will be updated.

Development Engineer: With respect to the originally submitted details it was advised that The Highway Authority was concerned that the proposal may lead to parking on the surrounding Highway and the use of the adjacent lay by for all-day parking.

The proposed application is on land adjacent to the main Northern entrance route to the MDA. This route will be used for residents, workers and visitors to the proposed industrial area and also for visitors to the Waterloo House Household Waste Recycling Centre. At the moment access to the northern part of the MDA can also be taken from the Hambledon Road by means of Sickel Way but this will be closed in 2015. A percentage of the traffic using this route will have to use the northern entrance.

It is important that this junction and route is not compromised with indiscriminate parking. The application shows 24 Parking spaces on site and 6 off site at the nursing home. The basis of this calculation is 13 parking spaces at 1 space per 4 residents and 17 spaces for staff servicing.

However the layout of 24 parking accessed by two access points does not allow for circulation and two of the central spaces should be removed to allow for a circulation system to ensure that emergency/servicing vehicles do not have to reverse onto the highway.

This layout would result in 22 spaces with 6 spaces off site for the staff. The schedule shows staff that on average six staff vehicles will be parked on site leaving 4 spaces for visiting care professionals either private or NHS according to the wish of the residents. I note that of the staff on site only two are carers who provide general two hour care per week per residents (there could be between 50 and 100 residents) so there will be a large number of visits by outside carers for more complex medical needs.

I note that the companion nursing home is not proposed to be tied by 106 agreement to provide this extra care and it there will be difficulty in ensure that the allocated 6

spaces could be used by external carriers for the home.

My concern is the parking on the highway by these additional carers and I would suggest that the solution is that developer should agree to enter into a 106 Agreement to pay a sum of £5,000 for the implementation of TRO (parking restriction) if needed for a five year period.

Later comments in respect of the amended submissions advises: The Highway Authority is satisfied that the use of the site as a retirement home will not generate more multi modal trips than those that would have been associated with the previous planned use of the site.

I can confirm that the Highway Authority is now content that the alteration to the rest home car park, the provision of six spaces at the rest home along with the offer to enter into a 106 agreement that provides funding for the implementation of a Traffic Regulations Orders (if indiscriminate parking takes place on the Highway in the local area) has satisfied their concerns to this application.

Landscape Team: Unfortunate that there is not more room for frontage planting and that the parking does not include breaks. Manoeuvring space required in car park. Details of vegetable/shrub and ornamental shrubs required. Query whether there is scope to reduce the amount of tarmac for car park and bike pathway.

Planning Policy: The Local Plan now comprises of the Core Strategy (2011) and the recently adopted Allocations Plan (2014). It should be noted that Saved Policies are no longer relevant.

The site forms part of the overall West of Waterlooville Major Development Area. Originally intended for employment land the principle of extra care housing at this site has been established through the grant of a previous outline planning permission for 37 No. units.

There is an ageing population in Havant Borough and Policy CS9(6)&(7) are particularly relevant, with CS9(7) specifically relating to the need for extra care dwellings during the plan period.

Technically Policy CS9 seeks the provision of affordable housing at a minimum of 30%. However, it is my understanding that the previous permission (still valid) for the site did not include a requirement for affordable housing based on the specialist type of housing and, more importantly, that the affordable housing would be met by the overall requirements of the MDA. There has been no policy change relating to the affordable housing need since the 37No. units were permitted for the site.

There is no objection to the proposal.

Urban Design: Concern that there was a number of disparate elements and that the central four storey element was too 'heavy'. Entrance at ground floor needed better treatment. Important that the roof is a good material and deailing in good quality materials. Railings need to match those for adjacent housing.

Engineering/Drainage: No observations

Other Consultees

Environment Agency: No bespoke comments

Southern Water: There is inadequate capacity in the local network to provide foul

and surface water sewage disposal. Additional off-site sewers or improvements to existing sewers will be required and an appropriate condition is requested.

Hampshire Constabulary (Crime Prevention): Appropriate boundary treatments should be in place to prevent access to patios along the northern boundary of the building and the site being used as a short cut between the Main Avenue and Hambledon Road; advice on location of cycle parking; advice on door security; request for an audio access control system; request for an appropriate level of lighting.

Southern Electric

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: 26

Number of site notices: One

Statutory advertisement: Major development

Number of representations received: One from Denmead Parish council and 10 from 9 residential addresses

Summary:

Denmead Parish Council

The Parish Council of Denmead, by a unanimous decision, raised a STRONG OBJECTION to this proposal and cited the following reason(s):

(a) The proposed development by its height and bulk was an overdevelopment of the site which gave a squeezed in appearance and dominated surrounding residential properties both within the development and existing properties on Hambledon Road and Southdown View and would have a detrimental effect on the enjoyment and amenity of those properties.

(b) The height of the development would lead to a visual intrusion into the Denmead Gap.

(c) There is insufficient parking on site and there is no provision within the site for Ambulance or mini bus parking both of which could be required on a regular basis.

(d) The increase in units from 38 to 50 would increase the volume of traffic using Darnell Road which, in its current state, is inadequate for the amount of traffic it currently carries (only road available for the HWRC) and for this reason no further development should take place until this road is fully made up and adopted by the Highway Authority, Sickie Way should not be closed until the link road from the Berewood estate has been constructed and is available for use and all outstanding highways issues have been resolved

(e) There are ongoing issues with flooding in adjacent properties to the proposed development and this needs to be addressed prior to any further construction taking place to avoid exacerbating the problem.

(f) Confirmation needs to be sought from the applicant that full access for Fire and Rescue is available.

Residents' Representations

- (a) Insufficient parking on site that will led to overflow into Foxtail Road and result in obstruction/congestion; from the original layout reversing will have to take place onto Foxtail Road if the car park is full.
- (b) Concern that there will be a flooding issue for the Buttercup Way garages and garage court.
- (c) There will be noise pollution from the air conditioning and heating units.
- (d) The proposal, at 3 and 4 storey will block light to neighbours and those in Southdown View and will cause some overlooking.
- (e) Having the access opposite Milick Road is unacceptable.
- (f) The position of the accesses will result in headlamps shining into the houses opposite in Foxtail Road.
- (g) Building up to the edge of Darnell Crescent will result in a blind corner with Foxtail Road.
- (h) The traffic survey has not been updated since the agreeemnt to change from light industry to housing for Phase 5, prior to the HWRC opening and prior to the confirmation that Sickie Way would be closed.
- (i) Additional traffic and servicing for the facility will make Foxtail Road busier.
- (j) There will be lack of amenity space for residents.
- (k) It is requested that Sickie Way is not closed until afte the development is complete.
- (l) It will result in the loss of an important green space.
- (m) Concerned over the disturbance during construction of parking, the hours worked and noise.
- (n) Owner of adjoining garage concerned over impact of climbing plants on mortar or invasion under tiles/into roofspace. Concern too over ability to access the side wall of garage.
- (o) Some parts of the design do not match the propeties in close proximity.

7 Planning Considerations

7.1 It is considered that against the background of the development plan and the planning history for Taylor Wimpey part of the MDA and the outline permission for an extra care facility on the site that the main issues in re spect of this application are :

- (i) Principle of development
- (ii) Design and Impact on Street Scene
- (iii) Residential Environment
- (iv) Impact on Neighbouring Properties
- (v) Impact on Highways and parking
- (vi) Other Matters

(i) Principle of development

7.2 The site lies within the West of Waterlooville MDA and the HBC Core Strategy now embodies the MDA policies in CS18, Strategic Site Delivery. Outline consent has been granted for the whole of the Taylor Wimpey part of the MDA with this site being shown in the Masterplan as an intended employment site providing a gateway/landmark building. This was carried through to the approved Design Code. Subsequently outline permission was granted in 2012 for an extra care facility on the

site. A new outline permission was required as the proposal was not defined as an employment use under the original outline. The principle of an extra care unit on the site has therefore been established and this report needs to look at the impact of the changes of this scheme in comparison to the outline proposal.

7.3 The earlier outline was tied by a S106 Agreement to the operation of the nursing home. That scheme was not proposed by an actual operator whilst this application is a bespoke proposal by an intended operator. The applicant has submitted that for funding purposes and the need for occupants to have freedom of choice under Government guidelines regarding the source of nursing care the applicant does not wish to be formally tied to provide the nursing care from the proposed nursing home. However, the applicant is the same for both schemes and there will be the offer of nursing care from the nursing home; there is also intended to be a call system to the nursing home but the applicant does not wish that to be a formal requirement for similar reasoning. Whilst the applicant does not wish the operation to be formally tied to the nursing home a S106 is offered to ensure that the extra care facility is not occupied until the nursing home is constructed to roof plate. This will enable the nursing home to be a source of nursing care if required not long after the extra care is in operation and shows a commitment to both schemes.

7.4 When the earlier application was determined the issue of employment provision was a consideration. It was argued for that scheme that staff would be shared with the nursing home. The extra care facility now proposed will employ its own staff with a manager, admin staff, reception, hairdressing, laundry, kitchen, waitress, carers, cleaners, gardeners and maintenance staff being directly employed. Nursing if required will be provided by outside agencies or the nursing home.

7.5 An extra care facility does not fall neatly into a use class. The accommodation is provided as flats but at least one resident in each flat would need to require care and there will be a commitment to a minimum of two hours care provision per week for that person; more care could be provided if required. One resident would also need to be over 60 years old or disabled. The approach results in a specialist form of care. Planning policy raises no objection to the scheme and advises that the provision would accord with policy CS9. It is considered that the changes proposed in the operation of the extra care facility are acceptable and enables the development of an important site within the MDA to be brought forward.

(ii) Design and Street Scene

7.6 Under the provisions of the Masterplan and Design Code the site is shown as one that should contain a landmark building, 4 storey in height. It was envisaged at that time that the building would be an employment one. The subsequent outline proposal for the extra care facility demonstrated that such a use could provide such a statement. The original scheme submitted under this application reflected the approach utilised in the flatted developments along Hambledon Road but was not as clean and crisp as officers had expected and did not provide a bespoke piece of architecture for this important site. The amended plans are considered to achieve this subject to detailing of various elements which are required by condition. Whilst for the most part it is three storey it provides a central four storey element. The building follows the curve of the junction and in scale will complement the adjacent Taylor Wimpey dwellings. The scheme has been reduced to 48 units thereby providing 11 units above the 37 permitted in the outline. The additional units are provided by a full three storey element to the rear of the building and an adjustment to the size and layout of the units together with the disposition of communal area. This does not

impact adversely on the street scene. The site is opposite an open space and will be seen as an individual gateway building to both Waterloo and the MDA when approaching from Denmead. When entering the MDA it will be complemented by the nursing home which, whilst not of the same design, incorporates a similar approach to some elements and there is to be the use of the same materials. The building will not be seen against other employment buildings and the design is considered to provide an individually designed building that will be suitable for this important site and yet complement the residential properties that abut it. It is considered that the proposal meets the Design Code requirements for a landmark building on this site. To the rear of the site fronting Foxtail Road a two storey element had been included at the outline stage. This has not been taken forward to include in the current design and the detailing of this boundary is to be addressed by condition.

(iii) Impact upon residential amenity

7.7 Along the Hambledon Road frontage is residential development that includes noise mitigation measures and balconies. North facing balconies are also included in this development. However, with the building sited between 13m and 28m back from the signalised junction and with that margin to be substantially landscaped the inclusion of balconies is considered acceptable on this frontage. Indeed all the flats are provided with balconies or outside sitting areas which is considered an important amenity for the residents, especially when elderly and less mobile. With respect to the noise mitigation measures a report has been submitted and a condition is proposed to ensure the measures are incorporated. On the matter of outside amenity a roof garden and a communal garden, which together with the balconies, are considered to provide a suitable level of amenity space.

(iv) Impact on Neighbouring Properties

7.8 With respect to the dwellings on the north side of Hambledon Road in Southdown View, at their closest they are at a distance of 55m from the proposed building and within that distance is an existing hedge on the north side of Hambledon Road and a large margin on the southern side that is to be planted with trees. This relationship is considered acceptable.

7.9 With respect to the Taylor Wimpey development there is a three storey dwelling to the east of the site fronting Hambledon Road. The frontage of the scheme is three storey where it is adjacent to that property but at the rear two units have been withdrawn from the scheme and there is a ground floor unit only. This has been designed with a parapet side wall at a height of 3.97m which is 2m from the existing 2.1m boundary wall and 4m from the adjacent dwelling. The outline extra care scheme showed single storey development on this boundary and this relationship is considered acceptable. For the remainder of the eastern boundary there is no development proposed whereas the outline showed single storey development for the entire length. With respect to the houses in Foxtail Road they will not be faced by a two storey frontage on the opposite side of the road with balconies for the units as illustrated at outline stage but an open rear area to provide parking and the communal garden. Whilst therefore this scheme provides three storey development for the whole of the rear of the scheme this will be 50m from the frontage of the Foxtail Road properties to the rear of the extra care building. For the three storey element opposite the side of 1 Darnell Crescent the glazing incorporated serves the corridors and provides two narrow designed secondary windows to two flats. This is considered a suitable relationship.

7.10 On the matter of noise and disturbance from plant and the refuse area the scheme is designed so that the plant room has doors facing the car park and not on to Foxtail Road; the refuse area has an internal access for residents so the external doors to Foxtail Road should only be utilised on collection days. The position of the vehicular access points are opposite dwellings but this relationship is similar to access points to garage courts for the flat blocks in the Taylor Wimpey layout. As the development is for elderly and disabled and the majority of visitors will be in the daytime it is not considered that the impact of car lights will be sufficiently detrimental to the neighbours to justify a change in the access arrangements. Finally, on the matter of planting and the impact on the neighbour's garage to the east of the site, climbers are not proposed and it is maintenance requirements for the side wall is not considered a justification to prevent lower level planting within a metre of that wall.

7.11 It is therefore considered that the various relationships with neighbouring properties is acceptable.

(v) Impact on Highways and parking

7.12 As the site lies within the area of the Taylor Wimpey outline permission the highway and transport works and contributions for that permission were calculated on the basis of the site being utilised for employment purposes. Its use for extra care accommodation, will, in fact be a use that generates less trips on the highway network. That conclusion was drawn when the outline proposal for extra care facility was considered and remains the case for this current proposal. The Highway Authority anticipated that the employment uses along the Main Avenue would take their accesses from secondary side roads.

7.13 With respect to the vehicular access it will need to be from Foxtail Road and that would have been the case if employment had been proposed for the site. The road hierarchy of the Phase 2 area was designed to accommodate the various uses of the area - shops, residential and this site - and this was all on the basis that Sickie Way would close to traffic once the road hierarchy was in place between Hambledon Road and the Main Avenue. Sickie Way has been kept open, not because the roads are unable to accommodate the traffic generated, but in order that the construction compound for the frontage development to Hambledon Road could be located in that area. The extra care site has been identified for development and being directly on the junction of Darnell Crescent and Hambledon Road both the traffic from construction and the use itself will not pass through the residential areas of the site at all but for the small distance from the junction of Foxtail Road with Darnell Crescent to the entrance to the site. This had always intended to be the arrangement for the site and is considered acceptable. With respect to the Household Waste Recycling Centre it was understood when it was built that the traffic to it would have to access from Hambledon Road until the connection to the Berewood development was in place and access could also be taken from the ASDA roundabout. That connection is being designed by the highway consultants of Taylor Wimpey in association with those of the Berewood part of the MDA and an application for the connecting bridge is expected soon which should enable the connection to take place in 2015. With such a large development as the MDA it takes time for all the elements to be implemented and make it able to function in a comprehensive manner. This does of course result in disturbance and inconvenience for the residents but it is not considered that the development of sites can be delayed pending the completion of the committed infrastructure.

7.14 On the matter of detailing, the sight lines at the junction of Foxtail Road and Darnell Crescent are considered acceptable as there is both a footway and deep verge on the Darnell Crescent frontage. With respect to the position of Mickel Way this is not directly opposite the access position to the site and is considered acceptable. Parking has been raised as an area of concern. For a care facility, provision of 1 space per 4 units is the standard required which for 48 units results in 12 spaces. The provides for 11 spaces on site for visitors and staff which it is considered should be adequate. However, it is appreciated that the parking requirement for visiting carers/medical staff is difficult to forecast as the evidence from such facilities is limited. Therefore the S106 will include both a requirement that 6 overflow spaces are provided for staff at the nursing home site and that there will be a commitment to meet the cost of promoting and implementing a Traffic Regulation Order for a period of 5 years from first occupation in the event that there should be a parking problem on the Main Avenue roads or in the adjacent residential roads that is a result of the extra care facility. On this basis the parking provision for the facility is considered acceptable.

(vi) Other Matters

7.15 Drainage: The areas affected by flooding have been resolved by the introduction of a drain installed by Taylor Wimpey. the application does include a drainage scheme to which the Drainage engineers have raised no objection.

7.16 Ground Conditions: Members will be updated on the response of Environmental Health to the report that has been submitted.

7.17 Sustainability: The revised submission indicates that PV panels will be placed on the roof below the parapet and a condition is proposed to control the detail. It is proposed that the properties will meet the Code for Sustainable Homes Level 3 but a view is being taken as to whether this is the correct form of Assessment or whether the building needs to be assessed under BREEAM.

7.18 Security: In response to the response from Hampshire Constabulary the applicants have advised that the recommendations will be taken into account. the amended plans do include railings to the frontage and the cycle store has been moved to be secure and the margin along the eastern side will not be open to enable a short cut to be established. A condition is proposed with respect to the provision of external lighting.

7.19 Loss of the Open Space: As advised in Section 3 the site was designated for employment developmebnt at the outline stage. It has been kept open and managed as a grassed area pending an acceptable proposal coming forward for the site.

8 Conclusion

8.1 For the arguments presented it is considered that the proposed extra care facility is acceptable subject to appropriate S106 obligations defining the nature of the occupants, that care is to be provided, that overflow parking is provided on the nursing home site and that there is a commitment to the funding of the Traffic Regulation Order process. The scheme will provide employment and the provision of a needed form of specialist accommodation. It is also considered that the design will result in a landmark building as required by the Design Code at this important entrance to both the MDA and Waterloooville subject to details which may be controlled through the imposition of a condition. The environment for residents and the impact on future

residents and the parking and highway arrangements will be acceptable.

8.2 On the basis that the nursing home application, 14/01935/REM is approved by Winchester the application for the extra care accommodation is recommended for approval subject to S106 obligations and appropriate conditions. The S106 obligations are to ensure:

(a) The extracare development shall not be occupied until the nursing home is constructed to roof plate level

(b) One resident of each flat shall be 60+ years or disabled within the meaning of the Equality Act 2010

(c) One resident in each flat to require a minimum of 2 hours of personal care each week

(d) Six parking spaces to be provided for the extra care facility at the nursing home site

(e) the funding of a Traffic Regulation Order process for surrounding roads for a period of 5 years in the event of an on street parking problem.

9 RECOMMENDATION:

That the Executive Head of Planning and Built Environment at Havant Borough Council be authorised to **GRANT PERMISSION** for application APP/14/00845 and the Head of planning Management at Winchester City council be authorised to **GRANT PERMISSION** for application subject to

(A) The completion of legal agreements under Section 106 of the Town and Country Planning act 1990 and other relevant legislation, incorporating the terms set out in para 8.2 of this report, such agreements to be to the satisfaction of the Head of Legal Services (Winchester City Council) and the Solicitor to the Council (Havant Borough Council) and

(B) The following conditions and any others that are considered appropriate:

1 The development hereby permitted shall be begun before the expiration of 3 years from the date on which this planning permission was granted.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

2 No development shall take place until details and samples of the windows and all the external materials to be used in the construction of the building and hardsurfaced areas of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The external materials shall comprise those listed on the approved drawings and the main elevation materials shall comprise a soft stock brick and natural timber cladding. Development shall be carried out in accordance with the approved details.

Note: The developer is advised that consideration should be given to the use of permeable surfacing for the car parking and manoeuvring

areas.

Reason: To ensure that the external appearance of the development is of a high quality on this prominent corner site and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 3 3. Before development commences, 1:20 scale fully annotated plans, elevations and sections of the following details shall be submitted to and approved in writing by the local planning authority:

- Window frames including reveals (which should be a minimum of 100mm) and window surrounds and junction with facades and head and sill details
- Window central panels and side panels.
- Oriel windows including undersides, cheeks and roofs
- Doors and shutters together with framing and their reveals and junctions with the elevations

Prior to installation 1:20 scale fully annotated plans, elevations and sections of the following details shall be submitted to and approved in writing by the local planning authority:

- Parapet cappings
- Balconies, balcony screens, balcony supports, metal framing and balustrades and railings/boundary treatment around terraces and flat roofs.
- Canopy and main entrance
- Any rainwater goods visible from the public realm
- Materials and detailing of the ceilings to overhangs, under-crofts and balconies
- Solar panels and all other plant and machinery fixed to the external envelope of the buildings together with their fixing to all external materials where they are visible from the public realm
- Garden gates, and all fences, walls and railings where they are visible from the public realm

In addition to the above plans and details of the following shall be submitted to and approved in writing by the local planning authority prior to their installation;

- Details of the colour, position and appearance of any meter boxes/cabinets and other utilities where they will be visible from the public realm
- Details of the bike storage structure and any other structures that need to be erected within the grounds of the development.
- Details of external lighting

The approved details shall be implemented in full before the building is occupied.

Reason: To ensure that the external appearance of the development is of a high quality on this prominent site and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 4 No development hereby permitted nor any related site clearance shall commence until plans and particulars specifying the detailed proposals for all of the following aspects of the same have been submitted to and approved in writing by the Local Planning Authority.

- (a) The areas to be used for contractors' vehicle parking and materials storage during construction of the development;

Reason: To secure orderly development

- 5 The building shall be used only for extra care accommodation and for no other purpose whatsoever including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order.

Reason: In order to control the use in view of the special circumstances relating to its operation and having due regard to policies CS16 and CS18 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 6 No externally visible or audible plant, machinery or structures required for ventilation or filtration purposes shall be installed at the premises until and unless details of the external appearance and acoustic performance of the same have been submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the locality and/or occupiers of neighbouring property and having due regard to policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 7 The development shall not be brought into use until the implementation of all works forming part of the approved noise protection scheme has been completed in full accordance with all detailed components of such scheme.

Reason: To safeguard the amenities of occupiers of those dwellings and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 8 Notwithstanding the submission of the Phase II Ground Investigation Report by Soils Ltd, ref 14512/GIR, prior to the commencement of the development hereby permitted (or within such extended period as may be agreed with the Local Planning Authority), the following shall be submitted to and approved in writing by the Local Planning Authority:

- a) An addendum to the report which presents the results of the ongoing gas

monitoring;

b) If necessary, a remedial strategy detailing the measures to be undertaken to avoid risk from ground gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include nomination of a suitably qualified person to oversee the implementation of the works.

Reason: In order to secure satisfactory development and in the interests of the safety and amenity of future occupants and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 9 If necessary, subject to the submissions made under condition 8, prior to the occupation of the development hereby permitted, written verification produced by the suitably qualified person approved under the provision of condition 8 shall be submitted to and approved in writing by the Local Planning Authority. The report must demonstrate that the remedial strategy approved under the provisions of conditions 8 has been implemented fully, unless varied with the written agreement of the Local Planning Authority in advance.

Reason: In order to secure satisfactory development and in the Interests of the safety and amenity of future occupants and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 10 Development shall cease on site if, during any stage of the works, potential contamination is encountered which has not been previously identified, unless otherwise agreed in writing with the Local Planning Authority. Works shall not recommence before an assessment of the potential contamination has been undertaken and details of the findings along with details of any remedial action required (including timing provision for implementation), has been submitted to and

approved in writing by the Local Planning Authority. The development shall not be completed other than in accordance with the approved details.

Reason: In order to secure satisfactory development and in the interests of the safety and amenity of future occupants and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 11 The development hereby permitted shall not be occupied until a Certificate of Compliance with the Code for Sustainable Homes has been submitted to the Local Planning Authority. The Certificate shall demonstrate that the development has

attained a minimum standard of Level 3 in accordance with the Code.

Reason: To ensure the development meets an appropriate level of sustainability measures and having due regard to policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 12 The development hereby permitted shall not be occupied until all approved hard and soft landscape works have been completed in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice, unless otherwise in accordance with a timetable agreed with the Local Planning Authority. Any trees or plants that,

within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced before the end of the next planting season with others of species, size and number as originally approved.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 13 The premises shall not be occupied before the proposed access and the crossing of the highway verge and/or footway is constructed and laid out in accordance with the approved details.

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 2012.

- 14 The development shall not be brought into use until space for the loading, unloading and parking of vehicles has been provided within the site, surfaced and marked out in accordance with the approved details. Such areas shall thereafter be retained and used solely for those purposes.

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 2012.

- 15 The development hereby approved shall be carried out in accordance with the travel plan statement reference Odyssey Markides LLP Project No. 14-208-01 August 2014.

Reason: In the interests of the amenities of the area and to ensure that the development uses sustainable forms of transport wherever possible and having due regard to policy CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

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

Design and Access Statement Revision A

Odyssey Markides Transport Statement Report 14-208-02 August 2014

Odyssey Markides Transport and Highways Matters Arising 14-208 6 November 2014 including

Proposed Site Access 14-208-001 A

Proposed Site Layout – fire Tender Analysis 14-208-002 A

Proposed Site Layout – Car Parking Analysis 14-208-003 A

Odyssey Markides Travel Plan Statement 14-208-01 August 2014

S106 Heads of Terms by Allen Planning and subsequent email from P. Prosser of 6 November 2014

Planning Statement by Allen Planning August 2014

Landscape Strategy by Influence

Landscape General Arrangement Plan S167 (20)001 A

Detailed Planting Plan S167 (96)001 A

Email from P Prosser 27 November 2014 confirming omission of climbers

Tree Pit Detail S167 (96)003

Drainage Strategy Statement Escher Silverman ES1413 July 2014

Drainage Strategy Plan Escher Silverman ES1413 502-01P B
Biodiversity Checklist
Hartwood Care Recruitment Proposal
Sound Advice Acoustics - External Noise Assessment Ref SA-3411 5
November 2014
Soil Limited Report - Phase 2 Ground Investigation 14512/GIR
Email from P. Prosser 6 November 2014 re Extra Care Operation

PDP Plans
Site Survey and Location Plan PD100
Block Plan PD101 A
Site Plan PD102 L
Ground floor Plan PD103 H
First Floor Plan PD104 G
Second/Third Floor Plan PD105 J
Roof Plan PD106 B
Elevations PD200 H
Elevations PD201 E
Elevations PD202 B
Sections PD300 B
Section C-C PD301 A
Visual Sketch
Sun Study

Reason: - To ensure provision of a satisfactory development.

Appendices:...