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Site Address: Woodcroft Farm Development Site, Woodcroft Lane,  
Waterlooville

Proposal: Development of 288 residential units comprising 9 x one bedroom, 112 x two bedroom, 122 x three bedroom and 45 x four bedroom, retention of existing farmhouse, new access road from Eagle Avenue, internal access roads, associated car parking, open space and landscaping and including works to trees under TPO 1931.

Application No: APP/13/00804

Expiry Date: 29/10/2013

Applicant: Derwent Developments Ltd

Team: Team 2

Agent: Mr Chris Rees  
Savills

Case Officer: Daphney Haywood

Ward: Hart Plain

DMC Lead Member

Reason for Committee Consideration: EHPBE Referral.

Density:

HDS Recommendation: **GRANT PERMISSION**

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## **1 Site Description**

- 1.1 The site lies to the north west of the Wecock residential suburb on the northern-western edge of the Borough and borders the boundaries of Winchester District and East Hampshire District. The land which comprises 10.5 hectares of an irregularly shaped undulating pasture split into fields by hedgerows and scattered groups of trees, lies on the edge of an urban area. It is bordered by open fields to the north, to the south and west by an existing public bridleway and to the east by the existing residential development at James Copse Road. To the south of the bridleway bordering the site is Woodcroft Primary school and a recreation ground.
- 1.2 Woodcroft Farmhouse and a barn associated with the farm which lie within the western part of the site is locally listed. The site is covered by Tree Preservation Order 1931, and is sited in proximity to James Copse SINC.

## **2 Planning History**

- 2.1 The application site was included within the Councils Pre-Submission Core Strategy in March 2010 (draft policy CS16) as a Strategic Site for approximately 340 dwellings. The Core Strategy was submitted for Examination in June 2010 and found sound and adopted on 1 March 2011. Policy CS18(5) of the adopted Local Plan (Core Strategy) allocates Woodcroft Farm for approximately 340 dwellings. The policy identifies that there is further land within Winchester and East Hampshire Development which could come forward for development and deliver up to 700 dwellings.

## **3 Proposal**

- 3.1 The planning application is submitted in full for the development of 288 residential dwellings and retention of the existing farmhouse. A new mini roundabout would be constructed on Eagle Avenue to provide the main vehicle access (6m carriage way plus 4m wide shared foot and cycleway). This access, which would required land currently forming part of the school site, would run in a northerly direction from Eagle Avenue along side the new boundary to the school site. Provision of the access would require the felling of trees covered by Tree Preservation Order 193.

- 3.2 An area 90m by 59m adjacent the school's northern boundary would be reserved as a fenced off sports pitch to compensate for the loss of the access land. This would require the diversion of the bridleway which lies to the south of the application site. A second access point would be provided from Woodcroft Lane serving the 5 dwellings proposed in the south east corner of the site., and a further emergency access would be provided from James Copse Road. The new access off Eagle Avenue would result in the removal of the bus lay-by to the east and the slight repositioning of the bus stop. Road narrowing and a raised crossing point together with access ramp would be provided along the site access in the vicinity of the school entrance.
- 3.3 The proposed housing would be 2, 2 and a half and three storey and the proposed mix is:-
- 1 bed - 6 units
  - 2 bed - 115 units (59 affordable)
  - 3 bed - 132 units (26 affordable)
  - 4 bed - 40 units (4 affordable)
- 89 (30%) of the units are proposed as affordable.
- 3.4 459 Parking spaces are proposed for the private units, with 407 of these being allocated and 52 spaces unallocated. All of the 137 parking spaces for the affordable units would be unallocated, which is slightly in excess of the adopted standard requirement of 136 spaces.
- 3.5 In addition to the proposed roundabout for the Eagle Avenue junction the proposal includes improvement to the Lovedean Lane/Milton Road junction comprising a mini roundabout, and the Hambledon Road/Milton Road roundabout comprising localised widening on the Milton Road approach.
- 3.6 The layout which retains many of the on trees and hedges within the main body of the site, provides for 2 hectares of open space, including an equipped playarea and 5 informal play areas, 2 ponds and a green swale. All homes will be built to Code for Sustainable Homes Level 3. and the development proposals identify the need to minimise waste, reduce water loss and maximise the efficiency of construction.
- 3.7 Since the submission of the application the Council has adopted CIL. The required payment for the development .
- 3.8 The proposal is supported by the following documents:-
- Design & Access Statement
  - Planning Application Drawing Pack
  - Landscape Management Plan
  - Landscape Strategy
  - Flood Risk Assessment
  - Utilities Assessment
  - Geoenvironmental and Geotechnical Investigation Report
  - Planning Statement
  - Affordable Housing Statement (within Planning Statement)
  - Statement of Community Involvement (within Planning Statement)
  - Assessment of Air Quality effects (within Planning Statement)
  - Arboricultural Report

- Ecological Assessment, inclusive of Phase 1 and Species Specific surveys
- Energy Statement
- Sustainability Statement
- Transport Assessment
- Travel Plan
- Heritage Assessment
- EIA Screening Opinion - Appendix 1
- Public Right of Way Diversion - Appendix 2

#### **4 Policy Considerations**

##### National Policies

The National Planning Policy Framework, March 2012

##### Core Strategies 2011 forming part of the HBLDF

|      |                                                                                   |
|------|-----------------------------------------------------------------------------------|
| CS1  | (Health and Wellbeing)                                                            |
| CS11 | (Protecting and Enhancing the Special Environment and Heritage of Havant Borough) |
| CS13 | (Green Infrastructure)                                                            |
| CS14 | (Efficient Use of Resources)                                                      |
| CS15 | (Flood and Coastal Erosion)                                                       |
| CS16 | (High Quality Design)                                                             |
| CS17 | (Concentration and Distribution of Development within the Urban Areas)            |
| CS18 | (Strategic Site Delivery)                                                         |
| CS19 | (Effective Provision of Infrastructure)                                           |
| CS20 | (Transport and Access Strategy)                                                   |
| CS21 | (Developer Requirements)                                                          |
| CS6  | (Regeneration of the Borough)                                                     |
| CS7  | ( )                                                                               |
| CS8  | (Community Safety)                                                                |
| CS9  | (Housing)                                                                         |
| DM10 | (Pollution)                                                                       |
| DM11 | (Planning for More Sustainable Travel)                                            |
| DM12 | (Mitigating the Impacts of Travel)                                                |
| DM13 | (Car and Cycle Parking on Residential Development)                                |
| DM8  | (Conservation, Protection and Enhancement of Existing Natural Features)           |

##### Saved Policies of HBDWLP 1996 - 2011 forming part of HBLDF

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

#### **5 Statutory and Non Statutory Consultations**

##### Arboriculturalist

I raise no objection to the tree removal within the main site and surrounding boarders. These trees are of low quality or not of an importance where by they should be considered a constraint for development. However, I do have concerns over the removal of other groups and individual trees to accommodate the access. These trees offer high public amenity value and there is no arboricultural reason for their removal. It appears that their removal is required for the scheme to move forward in terms of access for the site. If these trees are lost then there must be a comprehensive

mitigation planting scheme as demonstrated on the Landscape Master Plan. In addition to this, conditions must be comprehensive in terms of the Arboricultural Method Statement, Tree Protection Plan, pre development meetings and site monitoring, to ensure the retained trees survive development.

#### Archaeology

Although there are no known feature or finds within the site, the proposed development site has the potential to contain previously unidentified archaeological sites and features relating to prehistoric and Roman occupation that may be disturbed by the ground works associated with the development. Although archaeology does not represent an overriding concern the assessment and recording of any archaeological deposits should be secured through the attachment of suitable conditions to any planning consent that might be granted.

Building Control, (Fire Access Consultation) Consultation with Hampshire Fire and Rescue required.

#### County Estates Department, Hampshire County Council

I confirm that the County Council as a landowner has **no objection** to the proposed development.

This is subject to provision of a replacement playing pitch and diversion of the bridleway as detailed in Policy CS18 of the adopted Core Strategy. Hampshire County Council intend to submit a application under Regulation 3 for the playing pitch in early 2014 and it is understood that the developer will apply to divert the bridleway in a separate application.

We would also welcome details showing a suitable pedestrian crossing of the main access road and retained access to the rear entrance of the school site, in the interests of highway and pedestrian safety and to maintain the operational needs of the school.

#### Environment Agency.

No objection subject to a condition requiring the submission of a detailed surface water drainage scheme.

#### County Ecologist

The trees within and adjacent to the application site have been thoroughly assessed and I am content that trees with ecological value have been identified. Similarly, the hedgerows on site have been subject to detailed survey and a number of them have been identified as qualifying as 'important' under the Hedgerow Regulations 1996.

I would suggest that further clarification is required in respect to the identity of the long-eared and mouse-eared bat species recorded at the site.

There is also the issue of whether a development of this scale would result in recreational impacts to nearby European designated sites such as Portsmouth Harbour Special Protection Area (SPA). I would suggest that the site is sufficiently distant (and in proximity to numerous alternative greenspaces) for there to be much-reduced potential for recreational impacts to coastal areas although I would strongly advise that Natural England are consulted on this matter.

These issues aside, I am content that the likely ecological implications have

been assessed realistically and that the proposed mitigation, compensation and enhancement measures detailed within Section 6 of the main ecology report are sound (although will require firming up).

Education Department

No contribution required.

East Hants District Council

We have no policy objection to the proposed development. I would draw your attention to any potential adverse impact on the James Copse SINP which lies within East Hampshire but relatively close to the boundary of the development.

Natural England Government Team

HBC Development Engineer

**Highway Network**

The application was supported by a Transport Assessment (TA) that quantifies the amount and modes of all journeys, that the proposed development will generate, and investigates the impact of the increased traffic flow on the surrounding road network and junctions. The Transport assessment is being reviewed by the Highway Authority to determine the amount of off site Highway works that will be required to ensure that the residual cumulative impacts of the development on the surrounding highway network can not be defined as severe. An updated Stage 2 Road Safety Audit (RSA) will be required to address any off site highway alterations submitted within the planning application. and it will be reviewed by HCC Engineering Consultancy Unit. The Highway Authority will need to be satisfied that all the proposed highway works are achievable, adequate and suitable for progressing through a future Section 278 Agreement with HCC should the LPA resolve to grant planning permission. The off site highway improvements needed to limit the impacts of the development on the transport network should be secured by the Planning Authority by means of a 106/278 Agreement and/or Grampian condition.

**Modes of Travel**

A Draft Travel Plan was submitted with the application which includes initiatives and targets to encourage modal shift away from the private motor vehicles to other means of travel. If the application is successful the subsequently agreed Travel Plan will form part of a 106 Agreement

**Layout of Estate.**

The layout of the estate meets the recommendations contained within Manual for Street Design (MfS) guide. The detailed drawings within planning application submission demonstrate that the proposed layout will provide satisfactory servicing arrangements for emergency vehicles, delivery vehicles, fire appliances and refuse vehicles. The layout also provides adequate parking for both vehicles and cycles on its completion. The road and footway network will be built to an adoptable standard and if not offered for adoption by the Highway Authority will be maintained and managed by a company set up or selected by the developer. This maintenance agreement will be secured by means of a 106 Agreement. If the roads are not offered for adoption a 106 legal agreement will be required to insure that general public have the right to pass and re-pass over the public area, road and footways to insure integration of the proposed development into the surrounding existing (and any future) settlement.

**Parking**

The Transport Assessment has justified the amount of parking provided (including cycle long term and short term storage) for each type of residential units proposed

within the estate and meets the standards contained with the Havant Borough Council Parking Standards.

### **Construction**

A planning condition will be required for the developer to submit, gain approval and operate a Construction and Environmental Management Plan (CEMP). This CEMP will include details of the access routes required to and during the construction period, the cleansing of mud deposited on the highway, the storage of material and temporary parking for building operatives.

### Hampshire Highways

There are a reasonable range of services and facilities within acceptable walking and cycling distances and it is considered that this will assist with the reduction of single occupancy car journeys and a shift to more sustainable travel patterns.

The application is supported by a Framework Travel Plan the details of which will be further developed and monitored to ensure it will have the required impact on improving the levels of sustainable travel to and from the site which is likely to result in a reduction in the anticipated traffic generation over time thereby further reducing the development's impact on the adjoining roads. The Travel Plan will be "bonded" in such a way so that should the development not deliver the modal shift targets as detailed in the Travel Plan and Transport Assessment the County Council will be able to use those funds to implement measures that will deliver a shift away from single occupancy car trips.

The traffic considered likely to be generated by the proposed development has been calculated using trip rates agreed by both the Highways Agency and Hampshire County Council and is likely to be in the region of 30 arrivals and 103 departures in the morning peak hour and 79 arrivals and 46 departures in the evening peak hour. These trips will be catered for by the provision of a mini roundabout on Eagle Avenue which is shown on drawing number 21834/004/05a. A design check was carried out on a similar junction design in 2010 and the mini roundabout was the preferred option and whilst there are some minor issues to be resolved during the design process it was thought at the time that these could all be overcome. However in order to ensure that the off site works currently proposed are deliverable a further design check process will need to be gone through on the current design and until that has been completed the application should not be approved.

A large number of junctions have been considered as part of this Assessment and the impact on those junctions has been modelled for 2018. In particular the Milton Road/Lovedean Lane junction will be required to cater for an additional 36 development generated trips against a base flow of 1429 during the peak hour whilst the B2150 Hulbert Road/Milton Road junction will cater for an additional 59 peak hour trips against an existing base flow of 3430.

The impact on the junctions on the Milton Road – Lovedean Lane corridor is low with the largest impact being a 6.94% increase in traffic through the Milton Road/Eagle Avenue junction. On the London Road/Hambledon Road corridor the impact is less with no junction having its traffic increased by more than the 1.73%. Whilst a number of the junctions are currently thought to be operating at or near their theoretical capacity during the peak hours the impact of the development traffic is such that, whilst it has a detrimental impact on operation, that impact is unlikely to be sufficiently "severe" so as to fail the test in NPPF and warrant an objection on grounds of highway capacity.

The exceptions to this is the Lovedean Lane/Milton Road junction and the Hambledon Road/Eletra Avenue/Milton Road junction which it is in part accepted by the developers consultant are impacted by the proposed development traffic, one severely (Milton Road/Lovedean Lane) and as such the submission includes a scheme to mitigate the impact on this junction by upgrading it from a priority junction to a mini-roundabout which will deliver the additional capacity required. The proposed improvements are shown on drawing number 21834/004/SK01. There will need to be a design checking process for this scheme which must be completed before I can confirm these improvements are deliverable and acceptable.

There is also a potential improvement identified as relieving some of the congestion at the Hambledon Road/Milton Road Roundabout which is operating at or around its theoretical capacity. The County Council will require the developer to enter into an agreement under S106 that secures delivery of these works or a contribution towards their cost as part of the mitigation of the impact of the development on the wider highway.

### **Recommendation**

A comprehensive transport assessment has been carried out which has identified highway improvements that are necessary to accommodate the development traffic. It is now necessary for the required improvements to be checked for deliverability and until this check has been completed the Highway Authority would recommend the application be refused for the following reason:

- *In the opinion of the Planning Authority the proposal involves development that cannot be reconciled with the National Planning Policy Framework in that the significant movements generated could not be accommodated adequately on the existing transport network. This would result in a severe impact on the road safety and operation of the local transport network contrary to the NPPF.*
- *In the opinion of the Planning Authority the proposal involves development that cannot be reconciled with the National Planning Policy Framework in that proposed access is inadequate to accommodate the development safely. This would result in an unacceptable impact on the safety of users of the development and adjoining highway contrary to the NPPF.*

These reasons for refusal could be overcome subject to certain information being provided by the applicant. I have contacted the applicant directly and asked for information to enable me to have the required level of confidence regarding the deliverability of the access and off site works so that the impact of the proposed development on the surrounding highway network can be sufficiently mitigated.

### Highway Agency

Offers no objection

### Environmental Health Manager, Community Group

The local air quality is not currently considered to be at risk of breaching any NAQS objective values. and on the basis of the current proposal an Air Quality assessment is not necessary.

Please note that the use of SUD's within areas of the site affected by un-treated contamination - especially with the deep solution features on site providing a rapid migration pathway to the chalk aquifer - may not be appropriate.

There does appear to be some degree of contamination risk at the site and a Ground Contamination condition would be appropriate to better delineate the extent of affected areas, and to derive an appropriate risk mitigation strategy.

### **Condition 1**

*Prior to the commencement of construction within any specified phase or defined area the development approved by this Planning Permission (as may be agreed in writing by the Local Planning Authority), a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved in writing by the Local Planning Authority. That scheme shall include all of the following elements unless specifically excluded in writing by the Local Planning Authority.*

*1. A scheme of further investigation, based on the previously submitted GeoEnvironmental & Geotechnical report. The scope of the investigation shall be sufficient to:*

- i) confirm the preliminary assessment of the nature and extent of contamination at the site,*
- ii) inform an appropriate assessment of the risks to all receptors that may be affected, including controlled waters, and;*
- iii) enable the appropriate design of remediation and/or risk mitigation measures (if required).*

*2. The results of the further investigation and risk assessment (1) and if appropriate, a method statement based on these results giving full details of the remediation and/or risk mitigation measures required, and how they are to be undertaken.*

*3. A verification report or statement (as appropriate) upon completion of the works set out in (2) [if any], confirming that measures undertaken have been implemented in accordance with the method statement, and have achieved the required performance standards. The verification report / statement shall provide details of any measures necessary for maintenance, further monitoring and reporting.*

*All elements shall be adhered to unless agreed in writing by the Local Planning Authority.*

**Reason:** *To prevent future occupants of proposed residential properties being exposed to unacceptable risks from identified contamination & soil gas associated with automotive repair and landfill activity previously undertaken at the site, and to ensure that the site does not pose an unacceptable risk to the groundwater Source Protection Zone 1; having due regard to policies and proposals E1 of the Hampshire County Structure plan 1996-2011 (Review), and DM10 of the Havant Borough Adopted Core Strategy (2011), and DM17 of the Draft Local Plan (Allocations) 2012*

## Condition 2

*Prior to the commencement of construction of any part of the development approved by this Planning Permission, a protocol for the identification & assessment of any unforeseen ground conditions shall be submitted to and approved in writing by the Local Planning Authority.*

*The provisions of the approved protocol shall be observed throughout the undertaking of all relevant construction activities.*

**Reason:** *For the protection of workers and the general public during the development of potentially contaminated land, and to prevent future occupants of proposed residential properties being exposed to unacceptable risks from unidentified &/or unexpected contamination that may be associated with previous activities undertaken at the site; having due regard to policies and proposals E1 of the Hampshire County Structure plan 1996-2011 (Review), and DM10 of the Havant Borough Adopted Core Strategy (2011), and DM17 of the Draft Local Plan (Allocations) 2012*

## Condition 3

*If, during development, contamination not previously identified at the site is found to be present, then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for an addendum to the Method Statement required under Condition 1, (2). This addendum shall detail how this unexpected contamination shall be dealt with, and the development shall not be carried out other than in accordance with the approved details.*

**Reason:** *For the protection of workers and the general public during the development of potentially contaminated land, and to prevent future occupants of proposed residential properties being exposed to unacceptable risks from unidentified &/or unexpected contamination that may be associated with previous activities undertaken at the site; having due regard to policies and proposals E1 of the Hampshire County Structure plan 1996-2011 (Review), and DM10 of the Havant Borough Adopted Core Strategy (2011), and DM17 of the Draft Local Plan (Allocations) 2012*

## Housing

I can confirm that I support the development on this site as it will provide much needed affordable housing in the borough. The Site is within Hart Plain Ward, which includes Wecock Farm, which currently has 75% owner occupation and only 22% affordable housing (of which only 0.05% is Shared Ownership). The development of this site would add an extra 89 affordable homes but only increase the affordable percentage in the ward by 0.05%.

At this stage there are no details of the proposed tenure mix, however I would expect at least a 70/30% Affordable Rent against Shared Ownership/ Equity split. More than 30% Shared Ownership/ Equity may be possible in this area but this would be dependant on values and likely sales opportunities, and would require Grainger to

conduct its own market research of the area.

The affordable housing proposals provide a variety of smaller and larger homes to comply with requirements outlined in the Havant Borough Council Housing SPD July 2011

## **Summary**

**30% affordable housing, Clarification required regarding location of affordable homes, Provision for some disabled adapted properties.**

### Waste Services Manager

Comments awaited

### Landscape Team

#### Open Space Manager HBC

1. Access Road - It is important that this does not compromise the security of Wecock open space from traveller incursion and joy riding of vehicles. The best way of doing this (low maintenance and maintaining visibility) would be by bunding and planting of trees in any vulnerable gaps.

2. I can't see the need for an equipped play area when the full range of formal play is catered for on Wecock open space and adjacent to the Acorn centre. i.e. Tots to teens including wheeled sports and ball games. We do not apply the Fields in Trust standard but have our own local standard with a travel distance of 600m. The development appears to be within this. Equipped play in the new development would bring the risk of noise, litter nuisance and anti-social behaviour.

3. Under its asset management strategy, HBC would not adopt any open space. Management and maintenance responsibility therefore needs to be absolutely clear.

### Crime Prevention -Major Apps

The Wecock Farm estate is adjacent to this development. For a number of years now the estate has suffered from high levels of crime and anti-social behaviour. Policing the area is challenging and made more difficult because of the amount of permeability much of it without surveillance. The development will provide a formal links from Eagle Avenue and the recreation ground to Woodcroft Lane and James Copse Road and to the wider countryside beyond. Many of the roads are overlooked, however, there are a number of accesses and a bridal way without natural surveillance. There is now a growing body of evidence indicating that the level of permeability has a direct link to crime.

The lateral bridal way running along the southern boundary of the development is not overlooked. It provides an unobserved route into the site. I recommend that safety features (such as surveillance, lighting and management of the planting) are put in place to provide for the safety of those using the bridal way.

Rear access to a number of the properties is via a rear access footpath. From the plans it appears possible to transit between roads using these pathways. Such permeability will greatly increase the vulnerability of the development to crime. Therefore to reduce the vulnerability of the development to crime I recommend that the rear access ways are redesigned so as to prevent transit between streets.

Within the development five or six small public open spaces are shown. Each space is

within a few hundred yards of another space, some of which have multiple accesses. Such an arrangement of spaces will provide opportunities for anti-social behaviour. Policing such behaviour will be made very difficult with a large number of small open areas. Therefore, I would recommend that the numbers of these small areas is reduced.

The scheme proposes a number of unallocated parking spaces. Parking is becoming an issue to reduce the opportunities for conflict I recommend that each dwelling is allocated at least one parking space.

**Officers Note** The plans have been amended to provide surveillance of the bridleway and accesses, rear access ways redesigned. in respect to the number of open spaces, these are located in areas where building is not feasible, and have been designed to provide a green setting for the development. The landscaping and treatment of such areas could be covered by condition to enable surveillance and appropriate planting. The unallocated parking accords in principle with the Council's Guidelines and the plans have been amended to improve the relationship with the houses such spaces would serve.

#### Planning Policy

##### **Comments:**

The application site is allocated for residential development in the adopted Local Plan (Core Strategy). Policy CS18(5) allocates Woodcroft Farm for approximately 340 homes and the policy also identifies Development Requirements as part of the policy which should be addressed as part of the application detail.

##### Number of dwellings

Having reviewed the application it is clear that the number of units is below the indicative number referred to in Policy CS18(5). However, it is clear from the detailed proposal (and a greater understanding of the site constraints following detailed surveying by the applicants) that this is explained through a number of factors. Principally I understand this to be the Geotech findings (chalk sinks/holes) which have necessitated 'solution features' within the site which ultimately restrict the developable area. Surface water must also be addressed through holding tanks due to the underlying geology and this too has restricted the developable area. On this basis I am satisfied with the reasons for a reduced number of dwellings which allow for these unforeseen constraints whilst achieving an appropriate density and level of landscaping/open space for a development of this scale. The proposal will make an important and valuable contribution toward Policy CS9 and housing supply.

##### School Pitch

It would appear that appropriate space has been set aside to allow for pitch facilities for the adjacent Woodcroft Primary School. However, to clarify this I think it would be beneficial to have confirmation from HCC Property Services/Education that they are satisfied with the extent and location of land set aside from the housing development to allow for pitch facilities. This will ensure all elements are deliverable and that the scheme is compliant with point 5 of the Development Requirements identified in Policy CS18(5).

##### Regeneration

The opportunity for regeneration opportunities should be explored and where possible delivered in association with this site to improve community provision to support the scale of development proposed (possibly through support to the nearby Acorn Centre) and contribute toward Policy CS6.

##### Other Specific Policy Matters

##### **From the adopted Local Plan (Core Strategy)**

Policy CS6 (Regeneration of the Borough) – Point 5 relates specifically to

regeneration at Wecock Farm.

Policy CS9 (Housing) – Affordable housing etc.

Policy CS18(5) (Strategic Site Delivery)

Policy CS21 (Developer Requirements)

**From the Emerging Local Plan (Allocations)**

Policy AL1 (Presumption in Favour of Sustainable Development)

Policy DM24 (Recreational Disturbance to Special Protected Areas from Residential Development)

**Conclusion**

Support the principle and scale of development proposed.

Portsmouth Water Company

Comments awaited

The Highway Authority in respect of Public Rights of Way.

We are aware of the proposal to divert *Havant Bridleway No 1* and assume that this will be carried out by your Authority under s257 Town and Country Planning Act if it is deemed that it meets the criteria associated with this piece of legislation.

Southern Electric

comments awaited

Southern Gas Networks

comments awaited

Southern Water

Following initial investigations, there is currently inadequate capacity in the local network to provide foul sewage disposal to service the proposed development. The proposed development would increase flows to the public sewerage system. and existing properties and land may be subject to a greater risk of flooding as a result. Additional off-site sewers, or improvements to existing sewers, will be required to provide sufficient capacity to service the development. Section 98 of the Water Industry Act 1991 provides a legal mechanism through which the appropriate infrastructure can be requested by the developer and an informative is requested advising that the applicant should enter into a formal agreement with Southern Water to provide the necessary infrastructure required to serve the development.

Our initial investigations indicate that Southern Water can provide surface water disposal to service the proposed development. Southern Water requires a formal application for a connection to the public sewer to be made by the applicant or developer. The applicant will need to ensure that arrangements exist for the long term maintenance of the SUDS facilities. Condition and informative requested.

Informative and condition requested.

Winchester City Council

Comments awaited

Hampshire County Council, Landscape Planning & Heritage

comments awaited

Engineering Drainage

No technical issues. A106 is required to cover management / maintenance with a bond to cover the construction / maintenance periods.

## **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: 83

Number of site notices: At least one site notice exists - check the number.

Statutory advertisement: 13/09/2013

Number of representations received: 14

### **Summary:**

- Woodcroft Lane is unsuitable for access due to dangerous junction, school and elderly.
- If the construction requires the use of Woodcroft Lane for any delivery of plant and/or materials, I oppose granting permission. The junction of Woodcroft Lane and Lovedean Lane has been made much more hazardous by the opening of Tesco and any further increase in traffic would make the situation even worse.
- Object to loss of countryside and diversion of the bridleway

### **Comment:**

## **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) Access and Highway Implications
- (iii) Design and Impact on the Character and Appearance of the Area
- (iv) Impact on neighbouring properties
- (v) Residential Amenity
- (vi) Flooding and Drainage
- (vii) Ecology
- (viii) Impact on Trees
- (ix) Bridleway diversion and replacement playing pitch
- (x) Contribution Requirements

- (i) Principle of development

7.2 Policy CS18 Strategic Site Delivery, established the principal of developing the site and identifies the site as critical to achieving the Core Strategy vision, maximising regeneration opportunities in the Weacok Farm Ares of Waterloooville and given its size and the likely number of homes delivered is significant when considering the overall housing target for the borough. Core Strategy Policy is to permit development at the strategic sites in accordance with the Development Requirements set out in the strategic sites profiling.

7.3 The requirements which should be addressed as part of the application details comprise:-

- Environmental Impact Assessment,
- Impact on the SINC,
- Regeneration opportunities,
- Highway impacts,
- Sports facility/playspace off set for partial loss of school site to form access,
- Diversion of bridleway,
- Flood risk assessment ,
- Mixed character including private market housing,
- Minimise tree loss and provide replacement compensatory planting.

These matters together with the detailed development control considerations are addressed below.

(ii) Access and Highway Implications

- 7.4 The main access would run in a northerly direction from Eagle Avenue along side the new boundary to the school site. A second access point would be provided from Woodcroft Lane serving the 5 dwellings proposed in the south east corner of the site, and a further emergency access would be provided from James Copse Road. There would be no through route from Eagle Avenue to Woodcroft Lane for vehicle traffic other than cycles and emergency traffic. This would be controlled by lockable bollards. The new access off Eagle Avenue would result in the loss of a number of mature trees as well as removal of the bus lay-by to the east and the slight repositioning of the bus stop. Road narrowing and a raised crossing point is provided along the new site access road in the vicinity of the school entrance.
- 7.5 In addition to the proposed roundabout for the Eagle Avenue junction the proposal includes improvement to the Lovedean Lane/Milton Road junction comprising a mini roundabout, and the Hambledon Road/Milton Road roundabout comprising localised widening on the Milton Road approach.
- 7.6 459 Parking spaces are proposed for the private units, with 407 of these being allocated and 52 spaces unallocated. All of the 137 parking spaces for the affordable units would be unallocated, which is slightly in excess of the adopted standard requirement of 136 spaces.
- 7.7 The Transport Assessment provides details of the forecast levels of trips for the originally proposed 294 units, the distribution of these trips and the likely impact on the local transport infrastructure. Vehicle trip generation based on TRICS for the originally proposed 294 units is predicted as AM peak 133, (30 arrival and 103 departure) PM peak 125 (79 arrival and 46 departure). The anticipated distribution based on survey data indicates that the impact would be greatest along the Milton Road and Lovedean corridor, and the impact reduces further away from the site, with increases no more than 2% along the A3 London Road - Hambledon Road corridor. The amended plans reduce the number of units to 288 and the associated trips would be slightly below the figures set out in the Transport Assessment.
- 7.8 The Transport Assessment indicates that the predicted generated traffic to/from the development has a marginal impact on the operation of the majority of junctions, and with the exception of the junctions of Lovedean Lane/Milton Road and Hambledon Road/Milton Road roundabout the local junctions along Milton Road and Lovedean

Lane are all forecasted to operate within capacity, without the need for junction modifications. In respect to Lovedean Lane/Milton Road junction it will be necessary to upgrade this from a priority controlled junction to a mini roundabout and in respect to Hambledon Road/Milton Road roundabout the proposal is for localised widening on the Milton Road approach. It is however noted that the junction is predicted to operate at capacity in advance of the development and improvement would be needed regardless of the proposed development. The submitted details provide for the required road improvements and these would need to be the subject of a S278 agreement.

- 7.9 A Travel Plan has been provided in support of the application and the layout design provides for a 4m wide shared foot and cycleway on the main access from Eagle Avenue, a 3m wide shared foot and cycle way along the southern boundary providing an east west connection across the site and connecting with Woodcroft Primary school to provide permeability and encourage the use of sustainable means of transport. Within the proposed development 1.8m wide footpaths would be provided. A Travel Plan coordinator would be appointed by the developer to oversee the implementation of the Travel Plan, and this together with a detailed Travel Plan would be secured by a legal agreement. .
- 7.10 The High Authority has been consulted on the application and further details have been provided in response to its comments which address the initial concerns and no objection is raised.

(iii) Design and Impact on the Character and Appearance of the Area

- 7.11 The site is well contained by planting the majority of which is to be retained. The main visual impact relates to the loss of planting on Eagle Avenue to form the access. This will result in a more urban appearance compared to the current mature tree planting. The provision of the access, including the formation of a mini roundabout and 10m wide access road into the site and resulting tree loss, accords with the provisions of Policy CS18 of the Core Strategy. Whilst the tree loss associated with the access is significant, tree loss has been avoided where possible and replacement compensatory planting is provided. This will assist, once established, in integrate the new development with its surroundings and subject to appropriate planting, which will need to be approved as part of a detailed landscape plan, the resulting development would integrate with the developed form of the adjacent development to the south.
- 7.12 The resulting layout reflects the site characteristics , including the access opportunities, the requirement where possible to retain existing trees and hedges, together with the need to provide solutions to the geological features on the site and the need to incorporate balancing ponds and swales. The development would be visually contained by the existing vegetation, and comprises mainly 2 and 2 and a half storey housing with 3 storey flatted blocks providing landmark buildings along the main access route within the site. Soft landscaping has been used to provide a setting for the development, emphasis routes and private boundaries as well as providing green corridors across the site .
- 7.13 The proposal provides 2 hectares of open space comprising a central 0.5ha amenity area with an equipped playarea and 5 informal play areas. Seating, litter bins and cycle racks would be provided within the open space.
- 7.14 The design and materials of the proposed dwelling reflects traditional local vernacular styles, and materials would include red brick, tile hanging, and plain tile and slate

style roof tiles. Render and a small amount of flint would be used for key locations such as at the entrance area. The exact selection of bricks and tiles would be the subject of a latter submission.

- 7.15 The layout as now proposed is considered to have due regard to the character and appearance of the site.

(iv) Impact on neighbouring properties

- 7.16 The site benefits from a good level of physical separation from the existing residential properties and strong boundary planting which assists in mitigating the impacts. The nearest existing properties are located in James Copse Lane. The proposed development for this part of the site comprises detached 2 storey houses which are aspect so as to avoid direct overlooking of the existing properties. The closest relationship relates to 85 to 99 James Copse Lane, where the proposed dwelling near this boundary, which provides some 19m separation, is at an oblique angle. In all cases separation distances comply with the Borough Design Guidance.

- 7.17 In terms of traffic impacts, the main access is taken off Eagle Avenue, and whilst the proposal would increase traffic levels on this road, the proposed mini roundabout would assist in reducing traffic speed as cars slow down to negotiate the junction, and increased noise and disturbance from the additional traffic is considered not to be significant. In respect to Woodcroft Lane, 5 houses are proposed to be served from this road and the associated traffic movements would be low and not considered to be detrimental. This road provides access to the school and conflict with construction traffic will need to be addressed in a construction method statement. (condition).

- 7.18 The representation raises objection to the diversion of the bridleway. This relates to a small section of the bridleway which is proposed to be diverted to allow the new school playfield (to be the subject of a separate application) to be provided adjoining the school site. The proposed diversion would provide for a suitable designed and planted new route which is not considered to result in detriment to existing and future users.

- 7.19 In respect to the relationship with the school site, a large number of pupils access the site from the west via the back gate. The proposed access off Eagle Avenue would cut across this route and a suitable pedestrian crossing will be required. The submitted plans indicate a ramp up from the new road to the school site. The exact details would need to have regard to the future requirements and any potential development of the school site and a Condition requiring further details including arrangements for access during the construction period could be required.

(v) Residential Amenity

- 7.20 The submitted plans provide for garden depths and separation distances in accordance with the Borough Design Guide, and the retention of existing trees on the site and the relatively high level of open space provides an attractive setting for future occupants.

- 7.21 The plans have been amended to revise the parking layout and increase the extent of on-curtile parking. Where parking is to be located off-curtile it would be well connected to the dwelling to be served.

vi) Flooding and Drainage

- 7.22 The Environment Agency Flood Risk Map shows the development site is located in Flood Zone 1. Whilst development is considered appropriate for Flood Zone 1, in accordance with the Technical Guidance in the NPPF, a Flood Risk Assessment has been submitted together with a drainage strategy. The Technical Guidance states that developers and local authorities should seek opportunities to reduce the overall level of flood risk in the area and beyond through the layout and form of the development, and the appropriate application of sustainable drainage systems.
- 7.23 The Environmental Agency groundwater mapping indicates that the site lies within a Groundwater Source protection Zone 1 and over a major aquifer with a low to intermediate groundwater vulnerability. Whilst the site has not suffered from any historical groundwater or sewer flooding it lies within an area of moderate to high potential of generating overland flow. This has been taken into account in the proposed surface water drainage strategy which would collect, attenuate and convey surface water to suitable outfalls in the form of a main river and an adopted surface water sewer.
- 7.24 Due to the existence of geographical features (sink holes) and the risk of creating additional features the proposed surface water strategy is not able to mimic the existing regime and discharge of surface water to ground, and in accordance with best practice the proposed strategy utilises a restricted off site discharge into Soak Farm Drain, a main river located approximately 400m to the south west of the development, and the existing Southern Water sewer network. SuDs in the form of cellular storage, ponds and a swale are utilised to provide attenuation up to and including the 1 in 100 year + 30% climate change requirement.
- 7.25 The proposed foul drainage strategy will utilise the existing Southern Water foul sewer located within the neighbourhood with connections to the proposed properties provided by a new foul drainage network constructed to adoptable standards. Additional off-site sewers, or improvements to existing sewers, will be required to provide sufficient capacity to service the development. Two connections to the Southern Water sewer are proposed with that to the east requiring construction of approximately 60m of off site sewer, whilst connection to the other manhole to the south requires construction of a pumping station, approximately 35m of rising main and 50m of off-site sewer.
- 7.26 The drainage provisions are set out in the submitted Drainage Strategy Report and Flood Risk Assessment have been assessed by the appropriate officers as set out under the consultee responses and subject to arrangements for the long term maintenance of the SUDS facilities, condition and informatics no objection has been raised.

(vii) Ecology

- 7.27 Whilst the Development Requirements set out in the Core Strategy identify the need for an Environmental Impact Assessment (EIA), a subsequent Screening Opinion by the Council based on the submission of relevant information identifies that an EIA is not required. However, the application is accompanied by the Woodcroft Farm, Wecock Ecological Assessment Report (WSP. May 2013) which provides a comprehensive assessment of the site's current ecological value, including details of a suite of Phase 1 and Phase 2 habitat and protected species surveys undertaken during 2011 and 2012 together with an assessment of potential impacts on the SINC

at St James Copse. The site essentially comprises a series of specimen poor improved grass pastures surrounded by tall trees and hedges, together with a collection of agricultural buildings within the western part of the site.

7.28 Ecologically the key findings are:

- Numerous trees offering bat and bird habitat
- species rich hedgerows
- confirmed bat roosts within 2 buildings and within 3 trees
- badger setts close to site boundaries
- Range of nesting bird species present.

7.29 The proposal provides for the assessment of the ecological implications of the development on the site and the County Ecologist is satisfied that the compensation and enhancement measures to provide mitigation are sound and acceptable. A condition to secure the mitigation and Enhancement Scheme is recommended.

(viii) Impact on Trees

7.30 A significant number of trees fronting Eagle Avenue and the western boundary of the Woodcroft Primary school site would need to be felled to enable access to the development. Eagle Avenue provides the only feasible access to the majority of the site, and this is recognised in the Local Plan (Core Strategy) allocation. It is therefore inevitable that trees of importance will be lost. The application has been designed to retain trees and hedgerows where possible and the tree removal within the main site and surrounding borders is restricted to trees of low quality or not of an importance. Whilst the loss of important trees to provide the main access is highly regrettable there is no feasible alternative. In order to mitigate the impact of the tree loss a comprehensive mitigation planting scheme is provided as set out on the Landscape Master Plan. In addition to this, conditions in respect to Arboricultural Method Statement and a Tree Protection Plan, pre development meetings and site monitoring as recommended by the Council's Arboriculturalist are recommended.

(ix) Bridleway diversion and replacement playing pitch

7.31 The proposed access off Eagle Avenue would be thought land currently forming part of Woodcroft Primary School and Policy CS18 of the adopted Core Strategy identifies the need for the provision of a replacement playing pitch which is indicated on land to the north of the existing school site. In order to retain direct access between the school site and the proposed new pitch the bridleway which runs to the north of the existing school land would need to be diverted as set out in Policy CS18 of the adopted Core Strategy. Hampshire County Council intend to submit a application under Regulation 3 for the playing pitch in early 2014 and a separate application would be submitted by the developer to divert the bridleway. The County Estates Department and the Rights of Way Officer have been consulted and do not raise objection.

(x) Community Infrastructure Levy (CIL), Contribution Requirements and legal agreement

7.32 The residential element of the development is liable for CIL. Additionally a S106 will be required in respect to the following matters:-

- 1 Phasing of the development

- 2 Off site highway works.
- 3 The provision and implementation of a Residential Travel Plan;
- 4 The management arrangements for new roads, including street cleaning, street lighting a manament ofparkingn and public access;
- 5 On site open space management and maintenance arrangements;
- 6 Design and specification of SUDS system including future management arrangements;
- 7 Maintenance of the drainage ponds and related features.
- 8 That 30% of the dwellings are made available as affordable housing;
- 9 Employment and skills plan
- 10 A contribution to Community Projects

## **8 Conclusion**

- 8.1 The site is allocated in the Core Strategy as a strategic site to aid in the regeneration of the area and assist with housing delivery in the wider Borough and its delivery will contribute towards social, economic and environmental benefits. The site has been through extensive public consultation as part of the Core Strategy production and represents a sustainable site in terms of being located on the edge of existing development with access to a range of employment, services and transport links. Its development is key to housing delivery over the plan period and in principle accordance with Development Plan policy.
- 8.2 The nature of the development is acceptable in terms of density, layout and form. It has been illustrated that a satisfactory form of development would be achieved with an acceptable impact on the character and appearance of the area. The layout is considered to have an acceptable impact on the residential amenities of adjoining residents.
- 8.4 In order to provide access to the site a new road is required off Eagle Avenue which cuts across the school site and a replacement pitch together with associated bridleway diversion are to be the subject of separate applications which would need to be agreed to enable the site to come forward for development.
- 5 The development will be liable to CIL and a package of planning obligations will be delivered through a Section 106 Agreement which will mitigate the impact of the development.
- 6 In summary, the proposed development is considered to comply with the Local Plan Core Strategy and the NPPF. As such the recommendation is for permission subject to a Section 106 Agreement and planning conditions.

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## **9 RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to

### **Recommendation A**

**GRANT OUTLINE CONSENT** for application APP/13/00804 subject to:-

- (1) The completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 and other relevant legislation, incorporating the terms

set out in paragraph 7.32 to this report (subject to such changes as the Executive Head of Planning and Built Environment and the Solicitor to the Council may determine);

(3) subject to the attached conditions set out below.

### **Recommendation B**

In the event that the S106 is not completed by the 14 March 2014 that the application be **REFUSED** under delegated powers as not complying with the requirements of the Development Plan.

### Appendices

- A OS Plan
- B Location Plan
- C Masterplan
- G Detailed Layout Plan
- H Typical Streetscenes
- I Allocation Plan extract

- 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 hereby permitted shall commence until a Phasing Layout Plan has been submitted to and approved in writing by the Local Planning Authority. The development of the site shall be carried out in accordance with the approved phasing plan. Any amendment to the approved phasing programme must be first agreed in writing by the Local Planning Authority.  
**Reason:** To ensure satisfactory comprehensive development and proper planning of the area.
- 3 No development hereby permitted shall commence on each phase until plans and particulars specifying the alignment, width, gradient and type of construction proposed for all footways, roads and individual accesses thereto (including all relevant horizontal cross and longitudinal sections) and the related provision to be made for street lighting and for surface water disposal and a programme for the implementation and making up of the same, have been submitted to and approved in writing by the Local Planning Authority. The implementation and making up of the same shall be completed in full accordance with such plans, particulars and programme as are thus approved by the Authority.  
**Reason:** To ensure that they are constructed to satisfactory standard and, where appropriate a standard which will enable them to be taken over as publicly maintained highways and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework, March 2012.
- 4 Construction of the development hereby permitted shall not commence on

each phase until plans and particulars specifying the finished levels (above ordnance datum) of both the ground floors of the proposed buildings and the surrounding ground levels in relation to existing ground levels for that phase have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with these approved details unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** To ensure that site levels are adequately addressed in the interests of the character and amenity of the area and of neighbours having due regard to policies CS16 of the Havant Borough Local Plan Core Strategy 2011 which forms part of the Local Development Framework, and the National Planning Policy Framework, March 2012.

- 5 Construction of the development hereby permitted shall not commence on each phase until an Arboricultural Impact Assessment and Method Statement including a pre-development meeting with the Council's Arboriculturalist has been submitted and agreed in writing by the Local Planning Authority. The proposed works shall be carried out in accordance with the approved details.

**Reason:** To ensure the trees are not adversely affected by the construction of the development and having due regard to policy DM8 of the Havant Borough Local Plan (Core Strategy) which forms part of the Development Plan and National Planning Policy Framework, March 2012.

- 6 No development shall commence on each phase until a Construction Management Plan and Construction Method Statement to include a pre-commencement meeting with the Local Planning Authority, the routing of construction traffic, site management, hours of working, delivery hours, delivery and construction vehicle parking, materials store, site office, waste management, road cleaning, measures to prevent mud and debris on the highway, storage of chemicals and hydrocarbons and such other matters related to construction of the site, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out fully in accordance with the approved Construction Management Plan and Construction Method Statement.

**Reason:** To ensure that development should not prejudice highway safety nor cause inconvenience to other highway users or result in any other significant harm to the amenity of local residents, or to existing natural features and having due regard to policies DM8, DM10, and CS20 of the Havant Borough Local Plan (Core Strategy) which forms part of the Development Plan and National Planning Policy Framework, March 2012.

- 7 Construction of the dwellings hereby permitted shall not commence on each phase until samples and details of all external facing and roofing materials shall be submitted to and approved by the Local Planning Authority. Thereafter only such approved materials and finishes shall be used in carrying out the development.

**Reason:** To ensure the appearance of the development is satisfactory and having due regard to policies CS16 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 8 No development hereby permitted shall commence on each phase until a specification of the materials to be used for the surfacing of all open parts of the site proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted

shall not be brought into use until the implementation of all such hardsurfacing has been completed in full accordance with that specification.

**Reason:** In the interests of 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 2012.

- 9 No development hereby permitted shall be commenced on each phase until a detailed soft landscaping scheme for all open parts of the site not proposed to be hardsurfaced, has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall specify the proposed finished ground levels in relation to the existing levels, the distribution and species of ground cover to be planted, the positions, species and planting sizes of the trees and shrubs to be planted and/or retained, and timing provisions for completion of the implementation of all such landscaping works.

The implementation of all such approved landscaping shall be completed in full accordance with such approved timing provisions. Any tree or shrub planted or retained as part of such approved landscaping scheme which dies or is otherwise removed within the first 5 years shall be replaced with another of the same species and size in the same position during the first available planting season.

**Reason:** To ensure the appearance of the development is satisfactory and having due regard to policies CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework, March 2012.

- 10 Construction of the dwellings hereby permitted shall not commence on each phase until plans and particulars specifying the alignment, type, height and, where appropriate, construction materials and design of all proposed screen walls, fences, hedges and other means of enclosure for that phase have been first submitted to and approved in writing by the Local Planning Authority. No dwelling within that phase shall be occupied until completion of the installation of all its screening provision as is thus approved by the Local Planning Authority. At all times thereafter, all of that screening provision shall be retained in a wholly sound and effective condition.

**Reason:** To safeguard the amenities of the locality and occupiers of neighbouring property and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework, March 2012.

- 11 Prior to the commencement of construction within any specified phase or defined area the development approved by this Planning Permission (as may be agreed in writing by the Local Planning Authority), a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved in writing by the Local Planning Authority. That scheme shall include all of the following elements unless specifically excluded in writing by the Local Planning Authority.

- 1 A scheme of further investigation, based on the previously submitted GeoEnvironmental & Geotechnical report. The scope of the investigation shall be sufficient to:

- confirm the preliminary assessment of the nature and extent of contamination at the site,
- inform an appropriate assessment of the risks to all receptors that may be

- affected, including controlled waters, and;
  - enable the appropriate design of remediation and/or risk mitigation measures (if required).
- 2 The results of the further investigation and risk assessment (1) and if appropriate, a method statement based on these results giving full details of the remediation and/or risk mitigation measures required, and how they are to be undertaken.
  - 3 A verification report or statement (as appropriate) upon completion of the works set out in (2) [if any], confirming that measures undertaken have been implemented in accordance with the method statement, and have achieved the required performance standards. The verification report / statement shall provide details of any measures necessary for maintenance, further monitoring and reporting.

All elements shall be adhered to unless agreed in writing by the Local Planning Authority.

**Reason:** To prevent future occupants of proposed residential properties being exposed to unacceptable risks from identified contamination & soil gas associated with automotive repair and landfill activity previously undertaken at the site, and to ensure that the site does not pose an unacceptable risk to the groundwater Source Protection Zone 1; having due regard to policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Local Plan (Allocations) 2014 and the National Planning Policy Framework 2012.

- 12 Prior to the commencement of construction of any part of the development approved by this Planning Permission, a protocol for the identification & assessment of any unforeseen ground conditions shall be submitted to and approved in writing by the Local Planning Authority. The provisions of the approved protocol shall be observed throughout the undertaking of all relevant construction activities.

**Reason:** For the protection of workers and the general public during the development of potentially contaminated land, and to prevent future occupants of proposed residential properties being exposed to unacceptable risks from unidentified &/or unexpected contamination that may be associated with previous activities undertaken at the site; having due regard to policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Local Plan (Allocations) 2014 and the National Planning Policy Framework 2012.

- 13 If, during development, contamination not previously identified at the site is found to be present, then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for an addendum to the Method Statement required under Condition 1, (2). This addendum shall detail how this unexpected contamination shall be dealt with, and the development shall not be carried out other than in accordance with the approved details.

**Reason:** For the protection of workers and the general public during the development of potentially contaminated land, and to prevent future occupants of proposed residential properties being exposed to unacceptable risks from unidentified &/or unexpected contamination that may be associated with previous activities undertaken at the site; having due regard to policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Local

Plan (Allocations) 2014 and the National Planning Policy Framework 2012.

- 14 Construction of the buildings hereby permitted shall not commence on each phase until a specification of the provision to be made for the storage and disposal of refuse for that phase has been submitted to and approved in writing by the Local Planning Authority. All service roads should be capable of taking a 26 tonne Refuse Collection Vehicle, and allow vehicle to reverse close to bin store. No bins to be pulled or waste carried more than 25m and no alleys to exceed 20m in length. The dwellings within that phase shall not be occupied until the implementation of such provision for refuse has been completed in full accordance with such an approved specification.

**Reason:** To safeguard the amenity of the locality and having due regard to policy CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and National Planning Policy Framework, March 2012.

- 15 The development hereby permitted shall not commence on each phase until plans and particulars specifying the provision to be made for external lighting of the same has been submitted to and approved in writing by the Local Planning Authority. There shall be no external lighting on the site other than as thereby approved.

**Reason:** To safeguard the amenities of the locality and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 16 No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority and Southern Water. The drainage strategy should demonstrate the surface water run-off generated up to and including the 100 year critical storm (with an allowance for climate change) will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Those details shall include:

1. Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
2. A timetable for its implementation; and
3. A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable urban drainage scheme throughout its lifetime.
4. A written summary of the drainage strategy, including supporting calculations.

**Reason:** To ensure adequate surface water drainage in accordance with policies CS16 and CS19 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 17 No development hereby permitted shall commence on each phase until plans and particulars specifying the layout, depth and capacity of all foul and surface

water drains and sewerage disposal including proposed to serve the same, the treatment of existing water courses and ditches and details of any other proposed ancillary drainage works/plant (e.g. pumping stations) for that phase have first been submitted to and approved in writing by the Local Planning Authority and Southern Water. No dwelling or building within that phase shall be occupied until completion of the implementation of its drainage provision in full accordance with such plans and particulars as are thus approved by the Authority.

**Reason:** To safeguard the amenities of the locality and ensure that all such drainage provision is constructed to an appropriate standard and quality and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) which forms part of the Development Plan, and National Planning Policy Framework, March 2012.

18 No development hereby permitted shall commence until the applicant has secured:-

- the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority in consultation with Hampshire County Council. The approved programme shall be fully adhered to unless otherwise agreed in writing by the Local Planning Authority.
- the implementation of a programme of archaeological mitigation of impacts in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority in consultation with Hampshire County Council. The approved programme shall be fully adhered to unless otherwise agreed in writing by the Local Planning Authority.
- Following completion of archaeological fieldwork the production of a report in accordance with an approved programme including where appropriate post-excavation assessment, specialist analysis and reports, publication and public engagement.

**Reason:** To safeguard the potential archaeological interest of the site and having due regard to policies CS11, DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework, March 2012.

19 Prior to commencement, an Ecological Mitigation and Enhancement Scheme for the site shall be submitted for written approval to the Local Planning Authority. This Scheme should include (but not necessarily be restricted to): location, extent and timing of vegetation loss; protected species protection (including results of any updating surveys, details of lighting strategy methods to prevent harm or disturbance); location, extent and composition of habitat creation; location and ongoing management of mitigation features such as new habitat, ponds, bat and bird boxes. Development shall subsequently proceed in accordance with any such approved Plan, with all biodiversity mitigation enhancement features permanently retained in accordance with the approved Plan.

**Reason:** To conserve and enhance biodiversity in accordance with policy DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2011.

20 The garages hereby permitted shall be retained and kept available for the parking of cars at all times and shall not be converted to living accommodation

without the prior written approval of the Local Planning Authority.

**Reason:** To ensure the retention of adequate on-site car parking and to discourage parking on the adjoining highway in the interests of highway safety and local amenity and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework, March 2012.

- 21 No dwelling shall be occupied until space for the loading, unloading and parking of vehicles and cycles and has been provided within the site, surfaced and marked out in accordance with the approved plans. 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, March 2012.

- 22 Prior to the first occupation of the dwellings hereby approved, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- i) plans showing the external appearance of the pumping station including any form of enclosure to the station;
- ii) a scheme for protecting the proposed dwellings from noise and vibration from the pumping station.

The pumping station shall thereafter be constructed and maintained in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** In the interests of the character and amenity of the area and neighbouring residents having due regard to policy CS16 of the Havant Borough Local Plan Core Strategy which forms part of the Local Development Framework, and the National Planning Policy Framework, March 2012.

- 23 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no extension, building or structure permitted by Schedule 2, Part 1, Classes A/D/E and F of the Town and Country Planning (General Permitted Development) (England) Order 2015, shall be erected within the curtilage of the site without the prior written approval of the Local Planning Authority.

**Reason:** In the interests of the character and amenities of the development having due regard to policy CS16 of the Havant Borough Local Plan Core Strategy 2011 which forms part of the Local Development Framework, and the National Planning Policy Framework, March 2012.

- 24 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no alteration to the roof of the dwelling hereby approved including the addition of windows permitted by Schedule 2, Part 1, Classes B/C of the Town and Country Planning (General Permitted Development) (England) Order 2015, shall be constructed without the prior written approval of the Local Planning Authority.

**Reason:** In the interests of the character and amenities of the development having due regard to policy CS16 of the Havant Borough Local Plan Core Strategy which forms part of the Local Development Framework, and the National Planning Policy Framework, March 2012.

- 25 The development hereby permitted shall not commence until a phasing plan for off site highway works has been submitted to and approved in writing by the Local Planning Authority. The off site highway works shall be completed in full accordance with such plans, particulars and programme as are thus approved in writing by the Authority.  
**Reason:** To ensure that the required highway improvements are provided and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework, March 2012.
- 26 The development hereby permitted shall not commence until a timetable for the diversion of the Bridleway, including details of any temporary or interim measures has been submitted to and approved in writing by the Local Planning Authority. The bridleway diversion shall be completed in full accordance with such plans, particulars and programme as are thus approved in writing by the Authority.  
**Reason:** To ensure the continuation of Bridleway route and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework, March 2012.
- 27 No dwelling shall be occupied until car parking provision for that dwelling has been provided in accordance with plan (1924) A -1011M and such provision shall be permanently maintained.  
**Reason:** To ensure the appropriate car parking provision and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework, March 2012.
- 28 Woodcroft Lane shall not be used for construction traffic other than for the installation of services for the 5 dwellings proposed with direct access off Woodcroft Lane. Details of those services where vehicular access is required from Woodcroft Lane shall be submitted to and approved in writing by the Local Planning Authority.  
**Reason:** To safeguard the amenities of neighbouring properties and having due regard to policy CS16 of the Havant Borough Local Plan.
- 29 The development hereby permitted shall not commence until the arrangements, including a programme for delivery, for pedestrian and cycle access to Woodcroft School have been submitted to approved in writing by the Local Planning Authority. Such arrangements to include the provision of a ramp from the site access road to the school land. The arrangements shall be completed in accordance with the approved details and programme for delivery. **Reason:** To safeguard the amenities of neighbouring properties and to ensure that full access to the school is available and not obstructed or frustrated during school hours and having due regard to policy CS16 of the Havant Borough Local Plan.
- 30 The development hereby permitted shall not commence until details of the proposed play equipment have been submitted to and approved in writing by the Local Planning Authority. The play equipment shall be provided and maintained in accordance with the approved details.  
**Reason:** To ensure appropriate provision and having due regard to policies CS16 & CS19 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 31 No development shall commence until further details of the footpath and cycleway connections including detailed plans and specifications of the alignment, finished, street furniture and programme of delivery have been submitted to and approved in writing by the Local Planning Authority. The footpath and cycleway connections shall be provided in accordance with the approved details and delivery programme.

**Reason:** To ensure appropriate provision and having due regard to policy CS16 of the Havant Borough Local Plan and the national Planning Policy Framework.

- 32 Advanced Nursery Standard tree shall be provided adjacent the length of the new access road off Eagle Avenue in accordance with details to be submitted and approved in writing by the Local Planning Authority. Such details shall specify the proposed finished ground levels, the position, species and planting sizes of the trees and timing provisions for completion of the tree planting works. The implementation of all such approved planting shall be completed in full accordance with the approved details and timings. Any tree planted which dies or is otherwise removed within the first 10 years shall be replaced with another of the same species and size and in the same position during the first available planting season.

**Reason:** To ensure the appearance of the development is satisfactory and having due regard to policy CS16 of the Havant Borough Local Plan and the National Planning Policy Framework March 2012.

- 33 No development shall commence until details of the proposed means of controlling access to the emergency access shall have been submitted to and approved in writing by the Local Planning Authority. The agreed details shall be provided prior to the first occupation of the development and permanently maintained thereafter.

**Reason:** In the interests of the amenities of the occupiers of nearby properties and having due regard to policy CS16 of the Havant Borough Local Plan and the National Planning Policy Framework March 2012.

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

| Drg No. | Revision | Drawing Title.                                                                     |
|---------|----------|------------------------------------------------------------------------------------|
| C-1010  | M        | Site Layout - Coloured                                                             |
| A-1011  | M        | Site Layout - Black/White                                                          |
| C-1100  | A        | Affordable Distribution Plan                                                       |
| C-1106  | C        | Concept Masterplan                                                                 |
| C-1205  | E        | Site Sections AA, BB, CC - Coloured                                                |
| C-1206  | D        | Site Sections DD, EE, FF - Coloured                                                |
| C-1207  | D        | Site Sections GG, HH, JJ - Coloured                                                |
| C-1208  | B        | Site Sections KK, LL, MM - Coloured                                                |
| C-1209  | B        | Site Sections NN, PP - Coloured                                                    |
| C-1210  | B        | Site Sections RR, SS & TT - Coloured                                               |
| C-1211  | B        | Site Sections UU, VV & WW - Coloured                                               |
| A-3000  | B        | Block Type A: Plots 42-45 Plans & Elevations                                       |
| A-3005  | B        | Block Type B: Plots 46-47,73,74,79,80,92 &93 Plans & Elevations                    |
| A-3010  | C        | Block Type C: Plots 40,41,90,91,96,97,106,107,129,130,210 & 211 Plans & Elevations |

|        |   |                                                                                |
|--------|---|--------------------------------------------------------------------------------|
| A-3011 | C | Block Type C+: Plots 266-268 Plans & Elevations                                |
| A-3015 | C | Block Type D: Plots 199-201 & 133-138 Plans & Elevations                       |
| A-3020 | B | Block Type E: Plots 108 -112 Plans & Elevations                                |
| A-3025 | B | Block Type F: Plots 4-9 Plans & Elevations                                     |
| A-3030 | C | Block Type G: Plots 71,72,197,198 Plans & Elevations                           |
| A-3035 | C | Block Type H: Plots 232 - 235 Plans & Elevations                               |
| A-3040 | C | Block Type J: Plots 14,15,100,101,104,105,113,114,125-128 Plans & Elevations   |
| A-3045 | B | Block Type K: Plots 11-13 Plans & Elevations                                   |
| A-3050 | D | Block Type L: Plots 250-251 Plans & Elevations                                 |
| A-3055 | C | Block Type M: Plot 217 Plans & Elevations                                      |
| A-3060 | C | Block Type N: Plot 87 Plans & Elevations                                       |
| A-3065 | C | Block Type P: Plots 117,118,173,174,204,205,212,213,286,287 Plans & Elevations |
| A-3070 | C | Block Type Q: Plots 2,3,214,215,271,272 Plans & Elevations                     |

**Reason:** - To ensure provision of a satisfactory development.