

outweigh the benefits of the proposal. Furthermore, the proposal is considered to comply with the relevant policies of the development plan. The proposal is also in substantial accordance with the requirements of the Berewood Design Code, which is required by condition 4 of APP/10/00828. As such, the officer recommendation is that the reserved matters application be approved.

Furthermore conditions 3, 6, (ii)a),b),d),e),f),h),j), 7 and 16 of the outline permission (APP/10/00828) are recommended to be discharged. Further comments from the LLFA are expected prior to committee with regards to condition 18.

1 Site Description

- 1.1 The site forms part of the Berewood Major Development Area (MDA) which benefits from an outline permission (APP/10/00828) for approximately 2,550 dwellings, a cross-boundary application with Winchester City Council.
- 1.2 The current application site, Phase 8, also known as Park View is roughly triangular in shape and situated east of the Town Park of the Berewood MDA. To the north is the Phase 3b (Larkfields) residential development, which provides the access to Phase 8. London Road runs parallel to the southern boundary of the site and the northern boundary of Phase 8 is adjacent to Bridleway (BW15), which is yet to be adopted.
- 1.3 The site is currently greenfield and slopes down gently from southwest to northeast. It is open with mature hedgerow along the southern boundary.
- 1.4 The site is within Flood Zone 1 and is outside any future flood zone.

2 Planning History

- 2.1 There is an extensive planning history for the site, the most relevant planning applications for the application the subject of this report are as follows;

2.2 Outline permission – to which this reserved matters application relates:

APP/10/00828 - Outline application for the development of approx 2,550 no. dwellings including the construction of a new access from Ladybridge Roundabout, Milk Lane and completion of Maurepas Way access, a local centre (comprising retail, community building, land for health care, land for elderly care) public house, land for 2 primary schools, land for a nursery, land for employment uses, associated amenity space along with substantial green infrastructure, SuDS, land for allotments, main pumping station, land for cemetery, restoration of River Wallington, together with landscape structure planting (Matters for Approval Access only). Full planning application for the development of Phase 1 comprising 194 no. dwellings, internal roads, garages, driveways, pathways, boundary treatment, substation, pedestrian/cycle ways, including to Maurepas Way, associated parking spaces, flood attenuation ponds, temporary play provision, associated amenity space and hard and soft landscape works. Full planning for engineering operations associated with infrastructure requirements and service provision for the detailed Phase 1 application, the temporary closure of Havant Footpath No 11 and Southwick and Widley Footpath No 30, with suitable alternative route provided. Approved 18/04/2012.

The permission issued under APP/10/00828 has subsequently been amended by the following Non Material Amendment applications:

- APP/14/01234 (materials for Phase 2 – permit 19/12/14),
- APP/15/01399 (Design Code/ materials – permit 12/01/16),
- APP/16/01260 (Design Code/ materials – pending (permitted by WCC on 03/10/2018),
- APP/23/00122 (land use, building heights and density parameter plans- permit 20/04/23),
- S106 Deed of Variation; APP/21/00643 - pending

2.3 As set out in the site description, this application was a cross-boundary application with Winchester City Council. A copy of the outline planning permission is appended at Appendix A and Appendix B shows the phasing plan for the wider MDA. This reserved matters application relates to Phase 8, which is entirely within the boundary of Havant Borough.

2.4 Other reserved matters applications made to HBC within the MDA:

Phase 2

APP/14/00032 - Reserved Matters Application for 246 residential dwellings, phase 2 of the Berewood development within the West of Waterlooville MDA development (to meet the requirements of Condition 6), together with discharge of Conditions 3 (Compliance with outline documents), 4 (Compliance with Design Code), 11 (noise mitigation) and 16 (Construction Management Plan), of Outline permission APP/10/00828 - PERMIT, 24/06/2014
(Amended by NMAs; APP/16/00969, APP/19/00302)

Phase A Town Park

APP/14/00061 - Reserved Matters Application for landscaping of Phase A of the Town Park (under Condition 6(i)d), together with discharge of Condition 6(ii)(f)(ecological mitigation) and condition 3 (Compliance with outline documents) of Planning Permissions APP/10/00828 - PERMIT, 22/07/2014

APP/16/01211 - Reserved Matters Application for approval of details relating to access, layout and landscaping of Phase A of the Town Park under Conditions 6(i) (a), (c) and (d) of Planning Permission APP/10/00828 and WCC 10/02862/OUT (revision to scheme previously approved under reference APP/14/00061 and WCC 14/00092/REM)- PERMIT, 30/05/2017

Phase B Town Park

APP/18/01317 - Reserved Matters Application for Access, Landscaping and Layout, pursuant to outline application APP/10/00828 for approval of landscape detail, access and levels at Berewood Town Park Phase B. (Winchester City Council Outline Application reference 10/02862/OUT and Reserved Matters reference 19/00008/REM) - PERMIT, 17/04/2019

APP/20/01055 - Reserved Matters Application for Town Park Phase B, under 6 (i) a), b), c) & (d) conditions 3, 4, 6 (ii) a) b) e) f) i), 7, 10 and 11 of planning consents APP/10/00828 (and WCC 10/02862/OUT) and in accordance with section 9 (Open Space) of the S106 - PENDING

APP/24/00578 - Reserved Matters application pursuant to outline application APP/10/00828/ (and WCC 10/02862/OUT) and approval of conditions 6 (i) a), b), c), and d), and conditions 3, 6 (ii) a), b), e), f), i) o), 7, 10 and 11, for approval of landscape detail and access for the town park and layout and appearance of the park and multiple sports area – PENDING

Phase 3B

APP/21/01259 - Reserved Matters Application for development within Berewood Phase 3b comprising 122 dwellings in total (20 of which are located within the Borough of Havant) associated amenity space, access, garages, parking, internal road, pathways and associated landscaping (matters of layout, appearance, access, landscape and scale) pursuant to application ref: APP/10/00828.

PERMIT, 13/10/2022

(NMA; APP/23/00824 pending)

2.5 Temporary permission for construction access from London Road through to Phase 8.

APP/19/00403 - Formation of construction access and haul road for temporary period of 5 years, to facilitate construction for the West of Waterlooville Development approved under planning ref APP/10/00828., TEMPORARY PLANNING PERMISSION, 27/09/2019

APP/22/01123 - Formation of a construction access for a temporary period of 5 years, to facilitate construction for the West of Waterlooville Development approved under planning ref: APP/10/00828 - PERMIT, 28/07/2023

Officer comment: This was a renewal of temporary permission APP/19/00403.

3 Proposal

3.1 The application description is as follows *'Reserved matters application comprising 185 residential dwellings, associated amenity space, access, garages, parking, internal roads, pathways and associated landscaping (matters of layout, appearance, access, landscape and scale) pursuant to application ref APP/10/00828 (and WCC application 10/02862/OUT). Discharge of conditions 3, 6, (ii a),b,d,e,f,h,j), 7, 16 and 18.'*

3.2 The proposal seeks the following housing mix;

	Private	Affordable		Total
		Rent	Shared Ownership	
1 bedroom		11		11
2 bedroom	20	18	14	52
3 bedroom	57	8	21	86
4 bedroom	34	0	2	E
Total	111	37	37	185

3.3 During the course of the application amended plans have been submitted in response to officer and consultee comments. The application site would be accessed by vehicle from Phase 3B to the north and would cross the PRow BW15. The layout of the proposed development comprises a series of cul-de-sacs accessed from a primary road running west to east, with some perimeter blocks. There would be three connections proposed into the Town Park, these would be via the Bridleway to the north, the central corridor and a southern connection which would also connect and provide access to London Road. The submitted plans also show a further two connections to the Bridleway which runs to the north and east of the application site. The proposal would comprise predominantly 2 storey dwelling houses, with a few 2.5 storey dwellings and three 3 storey apartment blocks. In terms of soft landscaping trees, shrubs and grass are proposed in public and private areas.

- 3.4 The conditions sought to be discharged relate to the compliance with documents approved at the outline stage (condition 3), reserved matters and other matters to be submitted with a reserved matters application (condition 6), contaminated land (condition 7), noise (condition 16) and SuDs (condition 18). Full details of these conditions are provided within section 7 of this report.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Havant Borough Council Housing SPD July 2011

National Design Guide 2021

Havant Borough Council Climate Change Strategy and Action Plan 2025

Havant Borough Local Plan (Core Strategy) March 2011

CS1 (Health and Wellbeing)

CS8 (Community Safety)

CS9 (Housing)

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)

CS19 (Effective Provision of Infrastructure)

CS20 (Transport and Access Strategy)

CS21 (Developer Requirements)

DM6 (Coordination of Development)

DM8 (Conservation, Protection and Enhancement of Existing Natural Features)

DM10 (Pollution)

DM11 (Planning for More Sustainable Travel)

DM12 (Mitigating the impacts of Travel)

DM13 (Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) 2014

AL1 (Presumption in Favour of Sustainable Development)

AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements)

DM18 (Protecting New Development from Pollution)

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

Draft Building a Better Future Plan

The Draft Building a Better Future Plan was approved for consultation by the Borough Council's Cabinet on 5 March 2025. Alongside the Draft Building a Better Future Plan, the Council has also published a number of evidence base studies which have informed the plan's development strategy and detailed policies. The Council is currently consulting on the Draft Building a Better Future Plan under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The following draft policies are of relevance to this application, however at this time minimal weight can be given to these, in line with government policy at paragraph 49 of the NPPF 2025.

Policy 1: Spatial Strategy
 Policy 2: Defined Urban Areas
 Policy 5: Amount of Housing
 Policy 7: Five Year Housing Land Supply
 Policy 8: Health and Climate Change
 Policy 9: New Homes for Sustainable Communities
 Policy 11: The Role of Applicants and the Local Planning Authority in Delivering Development
 Allocation 23: MDA Newlands Phase 1 Hambledon Road (Phases 4 and 8)
 Policy 12: High Quality Design
 Policy 13: Housing Density
 Policy 14: High Quality New Homes
 Policy 15: Low Carbon Development
 Policy 16: Preventing Overheating
 Policy 17: Sustainable Construction Methods, Materials and Waste
 Policy 18: Water Efficiency
 Policy 20: International and National Nature Conservation Sites
 Policy 21: The Local Ecological Network
 Policy 22: Recreation Disturbance on International Sites
 Policy 23: Water Quality Effects on International Sites
 Policy 24: Protected and Notable Species
 Policy 26: Flood Risk
 Policy 27: Drainage
 Policy 31: Trees, Hedgerows and Woodland
 Policy 32: Affordable Housing
 Policy 33: Housing Mix
 Policy 43: Amenity and Pollution
 Policy 44: Air Quality
 Policy 45: Aquifer Source Protection Zones
 Policy 46: Contaminated Land
 Policy 47: Accessibility, Transport and Parking

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

5 Statutory and Non Statutory Consultations

Active Travel England

Following a high-level review of the above planning consultation, Active Travel England has determined that standing advice should be issued and would encourage the local planning authority to consider this as part of its assessment of the application. Our standing advice can be found here: <https://www.gov.uk/government/publications/active-travel-england-sustainable-development-advice-notes>

Officer comment: *This standing advice sets out guidance to promote cycling and walking, such as good site permeability, access to public transport, appropriate footways and cycleways which have an appropriate width, lighting and overlooking and cycle parking provision within the site. This is considered in section 7 of this report.*

HBC Arboriculturalist

To facilitate this development there is some degree of tree / hedge loss required – namely;
 20M of H1 – Category B mixed species hedge.

G1 & G2 – Category C Goat Willow.

I cannot support H1 removal based on Arboricultural reasoning, although both G1 and G2 are not considered a constraint that should prohibit development on site – provided that mitigation planting is provided (as per 4166-002 SK13 dated Sep 2024).

There are other trees (T1, T3, T5 and G3) that may be impacted on if they are not protected in line with BS:5837 (2012) and an AMS has been provided to enable their successful retention. (along with acceptable pruning specifications).

The AMS and TPP appear adequate to ensure the sustainable retention of the retained trees on site and other than the removal of H1 in part I raise no objection to this proposal.

Should permission be given I would suggest the following condition is applied:

The development hereby permitted shall only be carried out in accordance with the Arboricultural Impact Appraisal and Preliminary Arboricultural Method Statement (Reference MB240801-01 Revision B and Drawing MB240801-01-02 Tree Protection Plan (revised) supplied by Arboe-Eco Consultancy) and British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations).
Reason: To ensure the continuity of amenity value afforded by the trees in question and in accordance with policies CS16 and DM8 of the Havant Borough Core Strategy (2011) and the National Planning Policy Framework.

HBC Building Control

No comments received

HBC Climate Change Coordinator

This is a re-consultation on the above application and additional information has been submitted including an 'Energy Strategy Statement' (ESS) and further detail around highways, pathways and cycle routes. The applicant is seeking to discharge condition 3 under the previously approved outline permission under APP/10/00828. The condition reads: *'The submission of all reserved matters and the implementation of development shall be carried out in substantial accordance with the Design and Access Statement (November 2010), the Master Plan Design Document (November 2010), the Planning Statement (November 2010), the Environmental Statement and supporting Appendices and Appendix (November 2010), and the Sustainability and Energy Statements (October 2010). Each reserved matters application shall be accompanied by a statement of conformity to the Environmental Statement and a statement of compliance with the energy and sustainability statements.*
Reason: *To define the scope of this permission and having due regard to policy CS18 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework.'*

The application has been submitted with a new ESS which states that *'The strategy calculates the total energy demand and associated CO₂ emissions arising from the development and demonstrates that a Building Regulation*

standards or better reduction can be achieved through 230kWp Solar PV, Showersave Waste Water Heat Recovery and improved fabric efficiency measures'.

The ESS states that Solar PV, Waste Water Heat Recovery and a Fabric First Approach will be the three measures included in the proposals design to reduce emissions and improve energy efficiency onsite. The report concludes that the carbon emissions for the development at Berewood Phase 8A is calculated to be 176,686.91 kgCO₂ per annum. This represents a carbon reduction of 4.54% over the Part L1 compliant figure of 185,098.06 kg per annum.

It is noted that the 2010 Sustainability and Energy Statement concluded that operational impacts upon global climate change with no mitigation would be negligible and therefore the fact that the development is achieving more than the standard building regulations is positive.

In November 2024 Havant Borough Council declared a climate emergency in the Borough and launched a new Climate Change Strategy and Action Plan which was adopted by the authority in December 2024. It is noted there is no mention of this document within the information submitted from the applicant and furthermore, there is no mention of how the proposal seeks to support the council in its climate agenda in meeting net zero for the Borough by 2045. The councils new strategy place's significant emphasis and weight within the role of planning not just to reduce emissions but to provide sustainable homes for the length of their lifespan, removing any requirement for significant retrofitting and cost in the future and a development of this scale would be expected to reflect this.

Applying a fabric first approach to the development is positive and allows the development to re-consider it's design, location, orientation and materials etc to effectively design in sustainability. This is before renewables are considered and allows effective design practises to be implemented. Although this is considered to be delivered to some scale it is considered that this could enhanced onsite and Passivhaus principles adopted in order to improve the sustainable design further.

A site of this scale would have the opportunity for ASHP and GSHPs to be included within the design and it was noted that under the previous iteration of the ESS these were included but now they are not.

Having good connections and links through accessible, appropriate and positive walkway and cycleways is critical to promoting sustainable travel and creating connections between people and other spaces, whether this be open space or amenities. Although the proposal states that 3 new pathways are included these do not provide direct access into the Town Park and it is noted that highways have raised concern over the design and lack of connectivity made. Pathways and cycle routes, designed well, encourage sustainable travel and they connect people to spaces, something highlighted within the climate strategy and what would be expected to be seen in a development such as this.

Green walls, green roofs, allotments, parklets, community gardens and green open spaces with play spaces are additional ways to incorporate green infrastructure and co-benefits into developments and it cannot be

identified from the information submitted where these have been included.

Conclusion:

It is noted within the summary submitted by the developer that the detail of the solar PV would be submitted at a later stage and could be conditioned but this is not possible within this reserved matters DOC application. It would be expected at this stage that this detail would be provided, without which the authority cannot determine whether this provision is suitable and adequate.

However, the information submitted with the reserved matters application evidences that the development shall achieve a 4.45% carbon reduction above building regulations which meets the requirements of the original condition and exceeds the mitigation proposed under the original energy statement and therefore an objection at this stage cannot be substantiated.

Officer comment: *Whilst it would not be appropriate to seek to duplicate the requirements of the condition on the outline permission, a condition is recommended to secure further information on the solar PV as this is considered reasonable to ensure an acceptable appearance for the development.*

HBC Communities Manager

No comments received.

HBC Community Infrastructure

We understand Warnford Park Estate will be used for third party nutrient mitigation. There is a fee associated with the monitoring of this type of agreement:

Third Party Nutrient Mitigation Schemes

Havant Borough Council is responsible for ongoing monitoring of Third Party Nutrient Mitigation Schemes. When accepting mitigation from such schemes for example Warnford Park Estate, the Council will need to seek a payment from the applicant to contribute towards these costs. The amount payable will be 1% of the total overall kilogramme (kg) purchase cost. Where this is calculated to be less than £100, a minimum fee of £100 will be payable.

This will be due prior to commencement.

Officer comment: *A Grampian condition is recommended which requires Notice of Purchase. The applicant has been asked to enter into a Unilateral Undertaking to secure a financial contribution for the monitoring of the Third Party Nutrient Mitigation Scheme.*

Councillor Elizabeth (formerly Dianne) Lloyd

No comments received

Councillor Gwen Robinson

No comments received

Councillor Peter Wade

No comments received

Councillor Ryan Brent

No comments received

Councillor S Milne

No comments received

Councillor Simon Hagan

No comments received

Countryside Access Team

No Objection subject to conditions and obligations

On site Constraints:

Bridleway Havant 15 [BW15], previously Footpath Havant 715 [FP715], runs east-west along the northern edge of the phase 8 site.

Commentary

BW15's western end is currently a public access dead-end – with no public right of way to proceed on horse or cycle. Walkers can continue on footpath Newlands 732 (through the proposed public The Town Park).

Berewood drawing Reference Plan Footpaths, GTWVILLE_SW/LG/40 rev I, dated 24.06.22, shows FP715/BW15 is proposed to continue north at this point to connect with Plant Farm Crescent. As of 24.08.24, google street view shows a shared cycle/footway on this route.

All PROW must connect to other public highway to enable the permitted public users to continue on their journey. This needs to be resolved.

A new road crossing of BW15 is proposed to link the Phase 8 site to Phase 3B. This is shown in the application to have give-way markings for road traffic, and a raised platform for the crossing. Hampshire Countryside Service (HCS) support this design.

S106 Legal Agreement for permission 10/02862/OUT, dated 30.03.12, to secured using Public Access Masterplan, drawing number GTWV1LLE2ISK/0041 REV PR01, (Appendix 23). However, this plan does not have sufficient detail to be useful.

Berewood drawing Reference Plan Footpaths, GTWVILLE_SW/LG/40 rev I, dated 24.06.22, is the best plan to demonstrate the agreed proposed routes and designations for PROW for the wider development. In the area of Phase 8, this plan shows:

- FP 715 – to be upgraded to a Bridleway (BW15)
- FP715 – to be a newly created and designated Bridleway (BW15)
- FP732 – be diverted on its route through the proposed Town Park and for it to gain shared status as a footway/cycleway.

The works to upgrade FP715 to a bridleway is intended to form a route to school as part of Phase 1 (S8-GTWVILLE3/LG/37), as secured in the Northern School Access S106 legal agreement to PP dated 11.12.13. In this, the plans GTWVILLE3/GA/08, called Phase 1 Infrastructure Countryside Route to School; Sheet 1 of 2 shows an east-west route that appears to have been overbuilt by a road called Laxton Leaze; and Sheet 2 of 2 shows FP715, with a 3m wide, unbound surface and street lighting. This secured school travel route runs along the designated route of FP715 from the A3 in the east to its meeting FP732 at its western end. Sheet 2 of 2 then shows the route run north from the junction with FP732 up to meet

Plant Farm Crescent.

Therefore, this route to school should have been completed as part of phase 1 of the Berewood development. It appears physically complete on the ground, but the definitive map implies that the regulatory process, the designation of the North-western part of the route, has not been carried out. This results in the current 'dead-end' form of the south-eastern part of the proposed BW15 (this part already having been upgraded to a bridleway).

Conclusion

Therefore, Hampshire County Council Countryside Service, acting as Highway Authority in respect of Public Rights of Way [PROW], raise no objection subject to conditions and obligations to enable the proposed development scheme to be compliant with highways requirements in regards to PROW.

These requirements are:

1. Prior to commencement, the application for the dedication of a bridleway shall be made to Hampshire County Council. This shall be on the route between points A and B on the below plan (extract from Reference Plan Footpaths, GTWVILLE_SW/LG/40 rev I). This dedication shall be complete and accessible to the public prior to occupation of any dwellings in Phase 8.

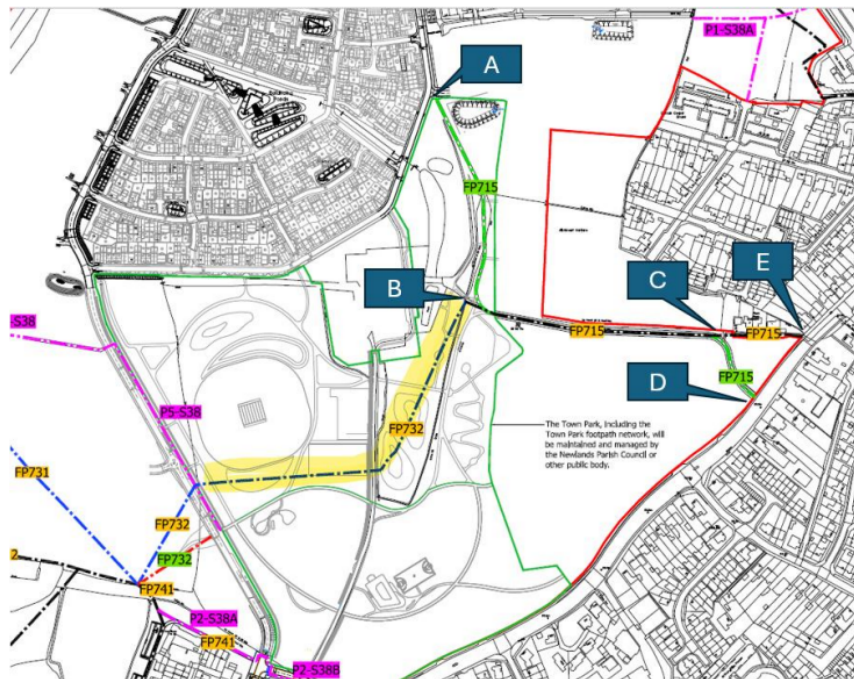


Figure 2: Extract from Reference Plan Footpaths, GTWVILLE_SW/LG/40 rev I, annotated to show connection points along the proposed BW15.

This will allow for the completion of the proposed BW15. This will need to consider the adoption of Plant Farm Crescent, or another method, to ensure that BW15 connects to another suitable element of public highway at both ends.

2. A highways agreement will need to be entered into by the developer with

Hampshire County Council to carry out works on BW15, i.e. the road crossing. This may be in the form of a S278, or form part of a S38 should the proposed access road be put forward for adoption by HCC as the Highway Authority. I raise the query of adoption as the extent of carriageway adoption plan 4166-002 SK16-P01 ends immediately before the crossing over BW15.

Being that the site plan shows the crossing to be within the site area, it would seem that this carriageway adoption needs to extend to the site boundary and therefore incorporate the crossing.

3. Commuted sums – Hampshire Countryside Service will seek commuted sums as part of the S278 or S38 highway agreement required in point 2 above for works carried out on the PROW network. This will be in accordance with the standard practice set out in the HCC Commuted Sums Guidance Document and the HCC Commuted Sums Calculator.

4. The Countryside Service – responsible for the maintenance of the PROW network supports the form of crossing of the PROW by the proposed road. The proposal for the road traffic to give way to the BW supports both the NPPF requirement to prioritise walking and cycling, as well as the policies of HCC's LTP4. However, should the access road/carriageway adoption include the PROW crossing, then the design of that carriageway is subject to the consideration and approval of HCC as the Highways Authority.

5. The Service supports new connections onto the BW. The details of these should be submitted to and approved by the Service prior to commencement of these connections. These can be submitted for approval as part of the highway agreement required in point 2 above.

Informatives

1. Where Public Rights of Way are present close to or on application sites, applications must show these Rights of Way on relevant submitted plans and detail how they will be accommodated within the proposals.

2. Nothing connected with the development, or its future use, shall have an adverse effect on Public Rights of Way, which must always remain available for safe public use at all times.

3. Should the developer identify the need to temporarily close or adjust a PROW, they should follow the guidance on the Hampshire County Council website. Further information on the duties as land owner and/or developer, can be found at Landowners guide to public rights of way | Hampshire County Council (hants.gov.uk).

4. No vehicles (including builders' and contractors'), machinery, equipment, materials, spoil, scaffolding, or anything else associated with the works, use, or occupation of the development, shall be left on or near to a Public Right of Way as to cause obstruction, hindrance, or a hazard to the legitimate users. The public retain the right to use the public right of way at all times.

5. Granting of planning permission does not grant the applicant access rights to the site via the PROW network and separate consent is required.

6. All vehicles that would be legitimately accessing the site via a Public Right of Way should give way to public users, including (where appropriate) horse-riders, carriages, and cyclists, at all times. In cases with legitimate vehicular access a Construction Traffic Management Plan

(CTMP) or similar should be submitted to, and approved by, Hampshire Countryside Service as Highway Authority prior to commencement, to ensure the protection of biodiversity and public safety.

7. There must be no surface alterations to a Public Right of Way without the consent of Hampshire County Council as Highway Authority. Planning permission under the Town and County Planning Act (1990) does not provide this and separate consent is required. To carry out any such works without this permission would constitute an offence under Section 131 of the Highways Act (1980).

8. No works to the surface of the Public Right of Way shall be carried out without prior approval of the Area Countryside Access Manager. Any damage caused to the surface of the Public Right of Way by construction traffic will be required to be restored to the satisfaction of the Area Countryside Access Manager on the completion of the build.

Officer comment: *The PRoW, with the exception of the proposed road crossing is entirely outside this reserved matters application site. It is understood from HCC Highways that the adoption of the PRoW is imminent. It would not be reasonable to require the adoption of the PRoW as part of this application.*

County Archaeologist

Original comments received 08/01/2025:

Phase 8 of the West of Waterlooville development was subject to an archaeological evaluation in 2018. This identified an area of archaeological interest the archaeological mitigation for which was set out in a written scheme of investigation which was submitted on 28th of September 2018 and was endorsed by my erstwhile colleague Mr Adam on 3 October 2018. I am not aware that this mitigation has yet been implemented and no report exists in our system to suggest that it has. Therefore with regard to archaeological matters I would continue to rely on the archaeological conditions attached to the outline planning permission to secure the archaeological mitigation as set out in the submitted WSI. My current understanding is that there is a phase of archaeological excavation as described in the submitted WSI which has yet to be implemented before development can commence within Phase 8.

Updated comments received 10/03/2025 following the submission of a post excavation assessment:

I can confirm to you and to the planning authority that the archaeological work as described in the submitted WSI was indeed implemented and an account of the results is available in the post excavation assessment. Therefore, there is no outstanding archaeological field work required ahead of implementing the development.

Crime Prevention -Major Apps

Comments received 24/01/2024:

The National Planning Policy Framework makes clear the Government's continuing commitment to 'create safe and accessible environments where crime and disorder, and the fear of crime and disorder, do not undermine the quality of life or community cohesion and resilience'.

National Planning Practice Guidance advises, that planning has a role in preventing crime and malicious threats. It reminds Local Authorities of their obligations under s.17 of the Crime and Disorder Act 1998 (as amended),

specifically, to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime, disorder and serious violence.

The site plan shows a number of pathways to enable people to access their rear gardens; such as those to plots 38, 39 and 40 as well as 42,43,45 and 46 amongst others. These paths will enable access to the rear of multiple properties. Secured by Design report 'research studying the distribution of burglary in terraced housing with open rear access footpaths has shown that up to 85% of entries occurred at the back of the house'. Secured by Design recommend that 'footpaths should not run to the rear of and provide access to gardens, rear yards or dwellings as these have been proven to generate crime'. Secured by Design state that, if footpaths are essential to give access to the rear of properties, they must be gated. The gate should be visually permeable, 1.8m high and be fitted with a lock that is operated with a key on both sides.

Two rear parking courtyards, for the apartment blocks, are shown on the site plan. Rear parking courtyards are discouraged as they introduce access to the vulnerable rear elevations of dwellings. The apartment blocks themselves will offer some natural surveillance to these areas and it is recommended that they are lit. It is recommended that apartment blocks with 5-10 apartments have a communal entrance doorset that is tested and certified to LPS 1175 Issue 8 Security Rating B3 or PAS 24: 2022. The doorset should also have a visitor door entry system and an access control system. Tradesperson or timed-release mechanisms are not permitted as they have been proven to be the cause of anti-social behaviour and unauthorised access to communal developments. The plans also show that the apartment blocks have external bin and bicycle stores. It is recommended that the door to each bicycle store is certified and tested to PAS 24: 2022 and that the cycle stands/ anchors/ racks are certified to LPS 1175 Issue 8 Security Rating A1. Bicycle and bin store doors should be fitted with emergency egress door furniture on the inside to facilitate emergency egress and to avoid locking people inside the store.

Officer comment: *A condition has been recommended regarding the means of enclosure of pathways to the rear of terraced properties. External lighting would be controlled by condition on the outline permission. An informative will be added to draw the applicants' attention to this consultation response.*

Developer Services, Southern Water

Comments received 26/02/2025:

Inadequate capacity

Southern Water has undertaken a desktop study of the impact that the additional foul sewerage flows from the proposed development will have on the existing public sewer network. This initial study indicates that these additional flows may lead to an increased risk of foul flooding from the sewer network. Any network reinforcement that is deemed necessary to mitigate this will be provided by Southern Water.

Southern Water will liaise with the developer in order to review if the delivery of our network reinforcement aligns with the proposed occupation of the development, as it will take time to design and deliver any such reinforcement.

It may be possible for some initial dwellings to connect, pending network

reinforcement. Southern Water will review and advise on this following consideration of the development programme and the extent of network reinforcement required.

Southern Water will carry out detailed network modelling as part of this review which may require existing flows to be monitored. This will enable us to establish the extent of any works required.

Southern Water endeavour to provide reinforcement within 24 months of planning consent being granted (Full or Outline) however for more complex applications our assessment of the timescales needed will require an allowance for the following which may result in an extension of the 24 month period:

Initial feasibility, detail modelling and preliminary estimates.

Flow monitoring (If required)

Detailed design, including land negotiations.

Construction.

Condition: Southern Water hence requests the following condition to be applied:

Occupation of the development is to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate wastewater network capacity is available to adequately drain the development.

Southern Water are unable to determine the conditions, we ask for the applicant/developer to send across a document with clear condition descriptions.

Officer comment: *Planning permission has already been granted for approximately 2,550 dwellings across the wider development site, this application relates to the reserved matters for Phase 8 only. Furthermore, the applicant has stated 'Bloor Homes have been liaising directly with Southern Water to address their concerns via a new Developer Enquiry. It became apparent that Southern Water had only considered one point of discharge, which was positioned on London Road (MH SU67087803). The second point of discharge to the existing Phase 3 foul water drainage, which had been agreed at the outline stage, had not been considered.*

This misled the modelling and it was later demonstrated that the London Road point of discharge could serve 68 plots draining into that location. This is confirmed in the attached letter, which sufficiently serves as evidence to discharge the relevant condition (6 (ii) (d)).'

Comments received 05/06/2025 following direct engagement between the applicant and Southern Water:

Southern Water have reassessed capacity to determine that there is capacity available for 0.61 l/s at the proposed New Foul Water Sewer at the 200 VC in London Road (Grid Reference: 467828 , 10892). There is currently adequate capacity in the local sewerage network to accommodate a foul flow of 0.61 l/s for the above development at the proposed New Foul Water Sewer at the 200 VC in London Road. Southern Water recommends no objection to this development.

Ecologist

Comments received 31/03/2025:

The application is accompanied by an Ecological Mitigation Strategy

(Aspect Ecology, November 2024). This document provides an update to the previous ecological assessment from 2022 ((LC Ecological Services, October 2022) and a series of potential ecological constraints and mitigation/compensation/enhancement measures.

I can confirm that the submitted information is acceptable and provides sufficient detail to reassure the Local Planning Authority that ecological matters will be addressed appropriately in terms of timings and methods. The attached ecological enhancements plan shows the proposed location, type and number of various enhancement measures such as bat and bird boxes and Hedgehog access features.

In summary, the submitted ecological information is satisfactory and should be implemented as described.

Comments received 23/05/2025 following updated reports:

The application is accompanied by an Ecological Mitigation Strategy (Aspect Ecology, April 2025). This document provides details of proposed avoidance, mitigation, compensation and enhancement measures.

I can confirm that the submitted information is acceptable and provides sufficient detail to reassure the Local Planning Authority that ecological matters will be addressed appropriately in terms of timings and methods. The attached ecological enhancements plan shows the proposed location, type and number of various enhancement measures such as bat and bird boxes and Hedgehog access features.

In summary, the submitted ecological information is satisfactory and should be implemented as described.

Economic Development

No comments received.

Education Department

No comments received.

Environment Agency

No comment.

Environmental Health Manager, Community Group (Noise)

Comments received 04/06/2025

I've reviewed the Noise Assessment by Suono in support of Berewood Phase 8, Waterlooville (Report Ref.: 295A.RP.1.0, dated 12/11/24), and I'm satisfied with the noise criteria applied in the design, as well as the accuracy of the noise survey, modelling, and mitigation advice provided.

As with any predictive assessment, the report is based on a number of assumptions and variables. To ensure the development is implemented in accordance with Suono's recommendations, I recommend the following condition be attached to the planning consent, assuming this is possible for a RMA?

Condition X:	Prior to occupation of the development, acoustic commissioning testing shall be carried out by an ANC or IOA accredited organisation to demonstrate compliance with the
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	following internal noise criteria, while meeting the statutory requirements of Approved Document F (Ventilation) and Approved Document O (Overheating) of the Building Regulations:	
	• Living Rooms: • Bedrooms: • Bedroom: • Outdoor Amenity:	• 35 dB L_{Aeq,16hr} (07:00 to 23:00) • 30 dB L_{Aeq,8hr} (23:00 to 07:00) • 45 dB L_{AFmax} not to be exceeded more than 10 times per night • ≤55 dB L_{Aeq,16hr} so far as reasonably practical.
	The commissioning protocol shall be agreed in writing with the Local Planning Authority prior to testing, and the results shall be submitted to and approved in writing with the Local Planning Authority before the occupation of the scheme.	
Reason:	To verify that the as-built development provides a reasonable standard of amenity for future occupants of the homes.	

I'm not clear whether a TM59 overheating study is being undertaken to assess whether the proposed residential design is at risk of excessive internal temperatures during summer?

For plots that are acoustically constrained (see Image 8 on page 14 of the Noise Assessment), I would recommend that thermal modelling be carried out to identify the specific overheating mitigation measures required. This will help ensure that any necessary strategies are effectively integrated into the design proposals.

Comments received 09/06/2025 (following email from case officer for clarification):

Happy for you to discharge C16 of outline permission (APP/10/00828), and yes the compliance condition I provided is based on the applicant's noise report, which follows credited industry guidance.

Officer comment: *Condition 16 of outline requires 'Those dwellings shall not be occupied until the implementation of all works forming part of such approved noise protection scheme has been completed in full accordance with all detailed components of such scheme' as such it would be unreasonable to duplicate this requirement.*

Environmental Health Manager, Community Group (Contaminated Land)

Comments here relate to condition 7 to APP/10/00828, in respect of the Phase 8 Area only, and follow review of the documents listed below:

1. Geo-Environmental Ltd. Ground Investigation Report (Phase 8A, Ref: GE21512/GIR/MAR23 v1.0 - 20/03/2023) [submitted with this application], and;

2. T&P Regeneration Ltd. Ground Investigation Report for White Young Green PLC (Phase 3b & 8, Ref: 2018Dec_BER1808G_GI – 20/12/2018) [submitted with APP/21/01259 but not reviewed previously]

Neither report identifies any potentially significant potential sources of contamination, and the soil sampling undertaken & observations made confirms negligible risks at the site. The conclusions of the report are accepted, and I can therefore recommend that condition 7 be discharged in full for the phase 8A development area.

I would also highlight that as no scheme of remediation is considered necessary, there will be no need for the applicant to seek discharge of the compliance condition, condition 8 for this development phase.

Environmental Services

HBC on behalf of Norse South East:

1. Access Requirements:

Access/Service Roads need to be capable of taking a 26 tonne Refuse Collection Vehicle (RCV) and allow vehicle to reverse close to bin store or containment area. Width of RCV 2.8m, maximum length 11.3m.

Drop kerbs also need to be provided to allow easy transfer of bins from store area to vehicle.

No bins to be pulled or waste carried more than 25 metres.

2. Bin Stores:

Almost all bulk bins utilised by the Authority are approximately 1.2 metres wide, therefore doors to stores need to be of 1.8 metres width to enable all types of container to be easily removed and returned.

A standard depth of 1.0 metre also applies to the majority of bulk bins, and bin stores therefore need to accommodate the required of containers measuring 1.26m x 1,0m.

NB: In 2026 food waste collections will be introduced, so consideration should be given to capacity for additional containers.

3. Bin requirements

Note: Factors such as family size and age of occupants can influence the number of bins required and it is therefore advisable that the waste Management team be asked to confirm each calculation if possible.

4. Bin sizes for Information:

- a) 140 litre (plastic) - 1065mm tall x 485mm wide x 550mm deep
- b) 240 litre (plastic) - 1075mm tall x 580mm wide x 725mm deep
- c) 660 litre (metal) - 1310mm tall x 1260mm wide x 730mm deep
- d) 940 litre (metal) - 1500mm tall x 1020mm wide x 975mm deep
- e) 1100 litre (metal) - 1370mm tall x 1260mm wide x 990mm deep

Officer comment: HCC Highways have confirmed that the roads can accommodate waste freight. The submitted plans show that the bin stores would have a door measure 1m in width, a condition is recommended requiring updated drawings for the bin stores serving the apartments.

Hampshire Fire & Rescue

The proposed project appears to involve a planning application deemed to present a low to medium level of risk.

Refer to standing advice:

Access for Fire Appliances

Vehicular access to each building on-site should conform to the guidance contained within the relevant version of Approved Document B. Whilst it is acknowledged that Building Regulations guidance is not typically considered at the planning stage, it is observed that road layouts may be difficult to alter once planning permission is granted.

It is therefore strongly recommended that the roadway layouts be reviewed in line with this guidance to resolve any perceived issues at an early stage.

Access for High-reach Appliances

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

Water Supplies

Additional water supplies for firefighting may be necessary. You should contact the Water Management Team, Hampshire & IOW Fire and Rescue Headquarters, Leigh Road, Eastleigh, SO50 9SJ (hydrants@hantsfire.gov.uk) to discuss your proposals.

Fire Protection

HIWFRS would strongly recommend that consideration is given to the installation of Automatic Water Fire Suppression Systems (AWFSS) to promote life safety and property protection within the premises. HIWFRS is fully committed to promoting Fire Protection Systems for both business and domestic premises. Support is offered to assist all in achieving a reduction of loss of life and the impact of fire on the wider community.

Fire-fighting and the Environment

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

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

Timber-framed Buildings

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

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

<https://www.structuraltimber.co.uk/wp-content/uploads/2024/01/16stepstofiresafety-3.pdf>

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

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

Officer comment: *This will be required at Building Regulations stage, an informative is recommended to draw the applicant's attention to this response.*

Hampshire Highways

Original comments received 11/02/2025

Pre-application advice

The applicant engaged in pre-application discussions with the Highway Authority in October 2024. Concerns were raised by the Highway Authority with respect to the design of the internal layout being highly car dominant with sustainable transport infrastructure not established as a priority throughout the design hierarchy. Additionally, the lack of onward connectivity both within the Berewood MDA and onto the A3 Portsmouth Road was raised with limited opportunities pursued to maximise the benefits of the location of this land parcel. It was recommended that a wider scale redesign of the masterplan was undertaken before pursuing to the planning application stage. These comments raised by the Highway Authority have not been considered with the internal layout in the majority remaining the same as put forward at the pre-application stage. These points are raised where appropriate throughout this response.

Site Location

Brewood phase 8 forms part of the wider Berewood MDA development which is already subject to outline planning consent. The site will be accessed via an extension of Berewood Phase 3B which lies to the north of the proposed development phase. The Berewood Town Park proposals are to run west and south of the development with the A3 Portsmouth Road running along the eastern boundary. Bridleway 15 also abuts the northern boundary which is due to be upgraded to adopted highway through the s38 agreement for Phase 1 infrastructure.

Phase 8 Construction Access

The applicant has confirmed through pre-application discussions that the temporary Phase 8 construction access is to be utilised for construction purposes. This temporary access has been subject to separate planning approval (APP/22/01123) and s278 detailed design technical approval. As part of the temporary access works, reinstatement works in the form of a footway/cycleway connection onto the A3 have been secured.

Two connections onto the A3 Portsmouth Road have been proposed by this development site. It is understood following direct discussion that these connection points are not in the position of the secured temporary access works. The applicant has suggested that the location differs to mitigate hedgerow loss and due to levels constraints within the site.

The relocation of the reinstatement works away from the construction access undermines this point as the hedge loss would already be present to facilitate the temporary access works. Furthermore, the levels would have been agreed through the s278 detailed design check to be suitable for the temporary construction access and therefore it is unclear why the levels would hinder the ability of the reinstatement works to be delivered. Without an appropriate evidence base the Highway Authority do not support any relocation of the reinstatement works.

It appears that the internal layout design has not duly considered the planning requirement to provide the reinstatement works in the same location. Any alterations to the location of the reinstatement works would have planning implications and alterations to the existing consent (APP/22/01123) may be considered necessary. The applicant should discuss this point directly with the Planning Authority.

Stage One Road Safety Audit (RSA1)

No RSA1 has been submitted to support the bridleway crossing and internal layout design. This should be submitted along with a designer's response for consideration. All comments raised throughout this response are subject to the findings of the RSA1 and the Highway Authority reserve the right to make further comments upon receipt of the RSA1.

Site Access – Bridleway 15 crossing

As previously set out, access into the site is proposed via an extension of the road from Phase 3B which requires crossing of bridleway 15. This crossing requirement has been established through the outline consent. Given the crossing of the PRow network, Hampshire Countryside services should also be consulted on this planning application so their views can be considered appropriately through the planning process.

The proposed bridleway crossing arrangement and construction details are shown within drawing SK09 Rev P09 which comprises of an at-grade priority crossing. A 5.5m carriageway is proposed consistent with the carriageway width of the existing Phase 3B development with a 2.0m footway on the eastern side and 1.0m verge on the western side of the carriageway. Given that the bridleway is currently a well-established traffic free walking and cycling route the highway supports the principle of providing priority for bridleway users. However, the Highway Authority have considered the wider position on priority crossings in developments where these are not consistent with the wider proposals. In this site-specific context, the priority crossing is considered problematic due to the alignment of the existing bridleway and shared use path arrangement. The drawing provided of the access arrangement and associate visibility splay (drawing SK10 Rev P02) does not alleviate the concerns raised by the Highway Authority at the pre-application stage.

The alignment of the existing bridleway/shared use provision is likely to cause confusion for vehicle users and increase the likelihood of conflicts between bridleway users. The visibility splay drawing reinforces these concerns and outlines that that drivers will be required to look across and back on themselves in a number of different directions to establish whether there are any approaching users utilising the bridleway. It is likely that the

splays will require significant vegetation maintenance as part of the Town Park proposals and there is no guarantee that the vegetation will be maintained in perpetuity therefore reducing the available visibility present. This provides a highway safety concern.

Additionally, the 'Give Way' markings and associated signage is likely to cause confusion for vehicle users. The bespoke signage to warn vehicle users to give way to cyclists, pedestrians and horse riders is welcomed however could cause additional confusion in conjunction with the constrained visibility as set out above.

With the above in mind, the Highway Authority consider that a traditional table crossing arrangement is more appropriate in this location given the number of conflicts that could occur between bridleway users in this location. Given the well-established route, the safety of sustainable transport users is paramount to ensure that use of sustainable modes is not compromised through any design. This should be revised to support this planning application and subject to a Stage One Road Safety Audit. The existing 2.0m footway approved and secured through Phase 3B is to be extended into the application site. Corduroy hazard paving is provided either side of the bridleway crossing to warn users with visual impairment that they are entering a change in environment. The corduroy paving should remain in the location proposed for the traditional crossing arrangement. Should the bridleway be adopted through the S38 process at the time of access construction the construction of the works can be fully accommodated within the S278 process. Should this not be the case in addition to S278 technical approval and agreement, the applicant will need to temporarily close and divert the bridleway during construction purposes for health and safety. Separate engagement will be required with Hampshire Countryside Services on this matter should this be the case at the time of delivery.

Visibility:

With the above in mind, the visibility requirements for a traditional at-grade crossing arrangement are set out within this section.

Equestrian visibility splays in accordance with CD143 require 3.0m X 135.0m at 40kph which equates to a 25mph design speed. This would not be achievable for the existing Phase 3B development and for the current layout without the need for a departure from standard.

At the pre-application stage, splays demonstrated at 3.0m X 66.0m were demonstrated. Given the change in access arrangement these should be provided to be considered through the planning process. The Highway Authority were content that these splays were likely to be acceptable at the detailed design stage but would be subject to a formal departure from standard. This would be subject to appropriate pedestrian and cycle visibility splays being demonstrated unobstructed in accordance with LTN1/20 and HCC TG3 with a 20mph design speed and appropriate intervisibility being achievable between vehicles and bridleway users.

Whilst unobstructed visibility was achievable to the south within the proposed development parcel, the full achievable 66.0m visibility relied on a covenant for plot 122 within the consented Phase 3B development.

Given that this required visibility could not be achieved within land under the applicant's ownership, or to be adopted by the Highway Authority the applicant has two options:

1. Amend the Phase 3B S38 drawings for plot 122 to ensure that the land required for the visibility falls within the land to be adopted by the Highway Authority

2. Alter the equestrian visibility splays by reducing the 'x' distance to the point where the covenant is not required for the achievable visibility or draw the 'y' distance for the play adjacent to plot 122 0.3m from the carriageway edge – this would require a further departure from standard

The Highway Authority would require a further discussion with the applicant on this point. Whilst an in-principal approval can be provided on the likely acceptability of a departure from standard based on the details provided, these are not formally signed off until a post-planning detailed design stage.

As a general note, the drawing is not supported by a key to annotate the orange visibility splays which appear to be obstructed by a private covenant for plot 1 which would be unacceptable. Regardless, the revised crossing arrangement would remove the requirement for these visibility splays to be provided.

Swept Path Analysis:

Swept Path analysis has been provided within drawing SK11 Rev P02 outlining the ability of a refuse vehicle and standard size vehicle to pass along the access road. Tracking speeds have not been confirmed and this should be undertaken at a minimum speed of 10mph. Whilst tracking has not been provided in accordance with HCC TG2 the tracking submitted is robust in accordance with the requirements and no further swept path analysis needs to be provided; however, the speeds should be confirmed. Irrespective of the comments set out above on the suitability of the bridleway crossing arrangement, the Highway Authority are content that the access alignment can accommodate required vehicle movements appropriately.

Wider Sustainable Connectivity:

Given that the proposed development forms part of the wider Berewood MDA development, the applicant should ensure that the sustainable connectivity of the site with wider development parcels is considered through the internal layout design. This was raised at the pre-application stage and there appears to be a lack of consideration to this point. In the absence of suitable connections and routes through the parcel that meet the requirements of LTN1/20 in being, coherent, direct, comfortable, attractive and safe the Highway Authority would not be able to support the layout.

In general, the design of the internal road network continues to appear highly car dominant with the sustainable transport infrastructure not established as a priority within the design hierarchy. Given the need to reduce the reliance on the private car and increase the attractiveness of use of sustainable modes to comply with both LTP4 and the NPPF, consideration for active transport modes should be at the forefront of the masterplan design.

Limited consideration has been given to these comments raised at the preapplication stage. Whilst additional connection points onto the A3 London Road and the bridleway have been considered, this has not improved the wider connectivity throughout the development parcel to access these points.

Where additional connection points have been proposed this only caters for pedestrians with cyclists not considered. The provision of a circular shared use connection throughout the site from London Road providing connections onto the Town Park and the Bridleway to the north has not

been considered.

The sustainable connectivity of this land parcel remains a concern to the Highway Authority.

It is noted that additional connection points onto Bridleway 15 have been provided. These should be widened to 3.0m to cater for use by cyclists given the bridleway is subject to cycle rights. Additionally, in the southern boundary, a footway extension is proposed up to plot 107. This should also be widened to cater for cyclists.

The current nature of the shared use/footway provision in the southern boundary is heavily tree lined and not overlooked by dwellings may be unattractive for use in hours of darkness for future residents. It is unclear whether this is proposed to be street lit and this would be considered a necessary requirement to encourage use. Opportunities for this path to be overlooked by residential dwellings or driveways could also improve the perception of safety when utilising this route according with the Healthy Streets indicators. Additionally, where the connections meet the A3 London Road are of poor design with a right-angle bends present; a smoother alignment should be demonstrated.

Additionally, it was requested at the pre-application stage that shared use provision was implemented along the full southern boundary to provide access for all plots in the southern parcel onto this shared use provision without needing to travel against desire lines. The current connection points onto the bridleway and shared use provision are convoluted and require pedestrians (and cyclists) to navigate turning heads. Priority throughout the design should be given to pedestrians and cyclists in these locations.

The remainder of the shared use proposals to tie into the Town Park infrastructure adjacent to plot 185 remain convoluted and unclear. Amendments should be made to the layout in this location to provide a direct connection onto the Town Park which removes the requirement to travel against desire lines and around turning heads. Comments above regarding wider shared use connectivity provision through the site should be considered to improve the conspicuousness of the proposed arrangements and provide a more direct arrangement.

The tie in with the Town Park proposals must be consistent with that approved and constructed by 3rd parties outside the bounds of the redline. The specific tie in details should be confirmed on a drawing. Whilst amendments have been made to improve the provision, this has not been addressed sufficiently. The internal layout design remains convoluted for pedestrians and cyclists. In the majority of cases, pedestrians and cyclists are forced to travel against desire lines and be subject to additional walking and cycling distances to access the dedicated infrastructure providing connections to the Town Park and the Bridleway to the North. It appears that the site heavily relies on the A3 for pedestrian and cycle movements which is subject to large traffic volumes and not considered attractive for use, further encouraging private car reliance. This is not considered appropriate and contrary to LTP4, the NPPF and the outline s106 agreement. Further consideration should be given to improving connectivity for sustainable modes to ensure compliance with local and national design guidance and the s106 obligations. It should be noted that the Highway Authority are still awaiting the Phase 8

phased area strategies to be circulated by the master developer. Further sustainable connectivity considerations may be required once this information has been provided to be considered through the masterplan design.

It is requested that joint engagement is sought with the Highway Authority and the Local Planning Authority to improve the sustainable connectivity of the land parcel and internal layout. This should also consider the comments as set out within the next section of this response.

Internal Road Network Design

The proposed internal layout design for Phase 8 is shown within drawing SOxxx-SL-001L. An adoptable areas plan (drawing SK16 Rev P01) has also been submitted outlining that the majority of the internal road network is to be offered for adoption by the Highway Authority. The areas that are to remain private comprise of several private drive arrangements serving less than 10 dwellings which accords with HCC's adoptable design standards. The applicant is reminded that any areas offered for adoption must accord with adoptable design standards.

For those private drive arrangements to remain private, it would be advisable that the developer ensures that the roads and footways are designed to minimum industry standards and / or Hampshire County Council's best practice. Further information can be found at the following link: <https://www.hants.gov.uk/transport/developers/constructionstandards>

Onwards, an appropriate Private Management Plan should be put in place to deal with any future issues. For both proposed adopted areas as well as areas not proposed to be adopted, developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link - <http://documents.hants.gov.uk/transport/APCProcessGuidancedocumentforwebsitev22018-04-02.pdf>

Drawing SK15 Rev P01 sets out a full geometric plan of carriageway and footway widths throughout the development parcel. For the main spine roads throughout the development carriageway widths measure between 5.0m-5.5m. These carriageway widths accord with HCC TG1 and are therefore considered appropriate. For private drive areas, widths vary between 4.5m-5.0m. In general, a 4.5m carriageway for private areas is narrow and ideally should be widened. It is however acknowledged that TG1 outlines a minimum width of 4.2m for private mews/drives where these provide access to a maximum of 10 dwellings throughout the development parcel. It is noted that where these reduced widths are present, less than 10 dwellings are accessed. Before any agreement on a 4.5m carriageway in private areas can be sought, it should be evidenced that 2 cars are able to pass in accordance with HCC TG2. This will demonstrate whether the layout is suitable to accommodate necessary movements in a safe and suitable manner.

The carriageway alignment is relatively straight along the main spine road running east to west as well as the main side roads heading south. This raises concern in regard to the potential speed of vehicles increasing above the 20mph design speed which has been utilised to assess the required visibility as discussed further below. A single raised table marking is shown at a midpoint on the main spine road, presumably to reduce vehicle speeds, but one is not present for those roads travelling south. The use of raised tables should be avoided where possible with opportunities

to reduce vehicle speeds pursued through the alignment design of the internal road network. No construction details have been provided. Should this remain within the layout design, the construction should accord with adoptable design standards.

Footways are to measure 2.0m throughout to connect into the existing provision being constructed as part of Phase 3B. These footway widths comply with HCC TG10 and are therefore considered appropriate.

Throughout the internal layout, vehicular movements appear to be prioritised with pedestrian routes (and cycle routes where present) currently convoluted and having to navigate around turning heads and travel against desire lines.

Alterations to the design are considered necessary for safe and suitable design for pedestrians. In addition to the crossing points as set out above, opportunities for vehicle crossover arrangements whereby pedestrian and cycle priority are maintained throughout the site should be considered to alleviate the above concerns.

Pedestrian crossing points with tactile paving have been identified on drawing 001 Rev P05. It is noted that not all crossing points have been supported by 1.5m X 25.0m pedestrian visibility splays and these should be provided.

Dropped kerbs should also be provided to drop pedestrians safely onto shared areas which have not been identified on the above drawing.

Consideration should also be given to comments set out above on the continuation of footways around turning heads.

Where no footways are proposed this would indicate a shared area however this should be confirmed. In these locations, a change in materials has been identified on drawing SOxxx-SL-001L which is appropriate to indicate a change in environment for all users. Materials such as block paving tends to indicate a shared surface arrangement and is considered to appropriately reduce vehicle speeds.

S38 matters:

The above internal layout points raised within this response are necessary to be addressed in the interest of highway safety. The following matters raised are of poor design which are required to be resolved for the Highway Authority to adopt the parcel through the s38 process.

In general, the masterplan layout for Phase 8 within the outline s106 shows a more desirable road arrangement which provides better connections for the development phase and onto the wider walking and cycling network, both internally and with the A3 London Road.

Other development phases throughout Berewood are generally compliant with the s106 masterplan and it is unclear why this phase proposes to deviate from the agreed layout. Whilst the applicant has provided additional connections onto the surrounding PRow network, the connectivity internally has not been considered. There remain limited opportunities with the layout as shown to maximise the benefits of the land parcel in encourage use of sustainable modes and reduce private car reliance.

There remain a number of turning heads and cul de sac arrangements throughout the internal road network in the southern parcel of the site which are not compliant with paragraph 5.2.1 of TG1. This provides a disconnected network for both vehicular users and sustainable modes. The additional connections provided since the pre-application stage are not sufficient to improve connectivity. This is particularly undesirable for pedestrians and cyclists travelling against desire lines reducing the

attractiveness of use of these modes. Compliance with the wider masterplan design would therefore address this issue.

A redesign of the masterplan remains preferable to address the issues such as the cul-de-sacs, and lack of pedestrian and cycle connectivity onto the wider masterplan. This will ensure compliance with the principles of the outline s106, and design principles as set out with TG1.

Other Design Points:

The applicant may wish to amend the long stretch of private drive providing access to plots 179-185 without the provision of a turning head. This is poor design and may be utilised as a short cut for delivery vehicles accessing the southern parcel of the phase.

Landing areas for properties onto a shared area are not considered appropriate. It is unclear where the boundary of the property ends, and the shared area starts which can lead to residents feeling unsafe when leaving their house directly onto a shared area. The Highway Authority would prefer to see a landing area provided into private driveways rather than onto the shared area itself or boundary treatments provided particularly where shallow frontages are proposed such as plots 14-16 163-166, 180-184.

Visibility:

Vehicular visibility and forward visibility splays throughout the internal road network are shown within drawing 001 Rev P05. Splays are demonstrated at 25.0m inline with the 20mph design speed. Appropriate setbacks of 2.0m and 2.4m have been provided where priority junction and vehicle crossover arrangements are proposed. In the majority of cases visibility appears to be appropriate throughout the development, however there are instances where the required visibility cannot be achieved.

The proposed location of the visitor bays obstructs the junction visibility adjacent to plots 120-137. Given that these are located on the main spine road, these visitor bays should be relocated to not conflict with the achievable visibility at the junction.

Adjacent to plot 179, the visibility splay is cut short as it enters an area proposed to remain private. This area will still however produce vehicle movements which require visibility, particularly as it is located on a straight section of roads with no give way junction markings or similar. As such, the visibility splay should be shown as meeting the required standards and updated on the drawing for assessment.

Where vehicle crossover arrangements are proposed, 2.0m X 2.0m pedestrian intervisibility splays are also required in accordance with HCC TG3. These have not been provided on the submitted drawing.

It is noted that visibility splays have not been shown on plans for some cul-de-sac areas namely outside of plots 49, 57 and 162. Whilst vehicle flows at these points are anticipated to be relatively low, there remains the potential for a collision if appropriate visibility has not been demonstrated, for example if vehicles cut the corner when entering the cul-de-sac. For this reason, the visibility splay drawing should be revised ensuring that all cul-de-sac arrangements have adequate visibility.

The forward visibility splays adjacent to plot 78-80 appears to be obstructed by proposed tree planting which is unacceptable and should be

revised. All forward visibility splays should remain unobstructed.

The applicant is reminded that all visibility splays should fall within land to be offered for adoption or under the jurisdiction of a private management company. Visibility splays should not cross 3rd party land and will be suitably conditioned as part of any future planning consent with obstructions to not exceed 0.6m in height.

Refuse and Servicing Arrangements:

Swept path analysis for an 11.20m 'super large' refuse vehicle and fire tender passing a car have been shown within drawings TK-001 Rev P05 and TK-002 Rev P04 respectively. Tracking has been undertaken at 10mph which is considered appropriate.

Whilst HCC TG2 does not specifically require a refuse vehicle and fire tender to pass a car throughout the entirety of the internal road network, suitable passing places should be identified. The drawings demonstrate opportunities where these vehicles are able to pass in the majority of locations throughout the internal road network. However, there are instances where they cannot pass which are discussed further below.

The drawings demonstrate that the refuse vehicle and fire tender cannot pass a car at bends within the development where junction visibility has been provided. Given the above, forward visibility splays in accordance with HCC TG3 are also required to ensure that vehicles can see each other at an appropriate distance to stop and wait where they cannot pass or give way markings should be provided.

The cul-de-sacs and side roads are narrower in width (5.0m) and as such the two-way movements are not fully achievable with points demonstrated on drawings where the fire tender and refuse vehicle are unable to pass. Should vehicles be parked outside of allocating parking bays then this would obstruct the movements of the refuse vehicle and fire tender. Given the above, the tracking should be revisited or localised widening may be necessary to ensure these movements can occur appropriately.

Additionally, throughout the development, the refuse movements are shown to conflict with footways, particularly at the turning heads which is unacceptable. All required movements should be undertaken within the bounds of the carriageway to avoid compromising pedestrian safety.

In accordance with HCC TG2, given that a refuse and fire tender cannot pass a car, swept path analysis should also be demonstrated for a 4.6t light van and private car passing simultaneously throughout the development at 10mph.

It is noted that tracking has been provided within drawing TK-003 Rev P01 however has not been provided for the entirety of the internal road network and should be revised.

Notwithstanding potential tracking issues as outlined above, it is noted that either the dwellings can be accessed for bin collections, or bin collection points are provided where direct access is not achievable. Whilst these appear to be acceptable and look to be within appropriate drag distances for collections, it may be worth switching the bin store and parking provision adjacent to and associated with plot 119. This would enable easier bin collections that are likely to be heavyweight euro bins, however the Refuse Authority should be consulted on such issues.

The applicant confirms that all dwellings can be accessed by the refuse and fire tender in line with the required distances as set out within Manual for Streets.

Materials

No specific materials details have been provided however the site plan (drawing SOxxx-SL-001L) outlines changes in materials throughout the internal road network. The detailed materials specification should be provided through the planning stage or secured through an appropriate planning condition for agreement with the Highway Authority prior to commencement.

The applicant is reminded that materials in adopted areas must accord with adoptable design standard or a commuted sum will occur. Further information can be found at the following link:

<https://www.hants.gov.uk/transport/developers/commuted-sums>

Levels and Drainage

Drawings 5001 Rev P02, 5002 Rev P02, 5003 Rev P02 and 5004 Rev P02 outline the proposed levels throughout the site. The longitudinal sections resown within drawings 5031 Rev P02 and 5033 Rev P02 with drawing SE.01 Rev P2 identifying street elevations throughout the site. All sections appear to demonstrate suitable vertical parameters and no roads exceed 1:20 which would ensure suitable DDA compliance for any adjacent footways. This does however not override comments set out above on the Phase 8 construction access and reinstatement works and the ability of this to be delivered in the location as currently secured. The raised tables would appear suitable with 25mm upstands at these locations throughout the site. The applicant should be reminded that all levels details will be reviewed again through the s38 technical approval process and will be secured through an appropriate planning condition. The drainage details for the proposed site are outlined within drawings 5011 Rev P02, 5012 Rev P02, 5013 Rev P02 and 5014 Rev P04. The existing flow path plan is shown within drawing 5050 Rev P02 with the proposed flow exceedance routes shown within drawing 5051 Rev P02. The following comments are observations only and do not include the review of any hydraulic modelling and does not remove the duties of the applicant as a designer to design an appropriate drainage strategy for the development. For the surface water, the proposed sewer arrangement with gravity connection to the existing 600mm pipe in the northwest corner of the site would appear reasonable. This would however be subject to an agreed connection criteria as part of the wider drainage strategy. The inclusion and location of the road gullies also appears reasonable. For the foul water, the proposed sewer arrangement with gravity connections to the existing pipe in the main road from the southeast corner of the site, would appear reasonable. This would be subject to agreed connection rates as part of the wider drainage strategy and s106 applications as noted on the drawings.

The applicant should be reminded that all drainage details will be reviewed through the s38 technical approval stages and will be secured through an appropriate planning condition. Any drainage that falls within adoptable areas should meet the criteria as set out within HCC TG8-1.

Street Lighting

It is understood in accordance with the Masterplan Design Document for the Berewood MDA that street lighting is proposed throughout the parcel, however no street lighting strategy has been submitted. Details will be secured under an appropriate planning condition to be agreed and provided prior to commencement. Proposed street lighting within any adoptable areas will need to comply with HCC TG13.

Parking Provision

Vehicular Parking:

The TN sets out that parking is to be provided in accordance with Havant Borough Council's Parking SPD. The applicant proposes a total of 423 parking spaces: 386 on-plot parking, 66 accessible bays and 37 visitor bays). This contradicts the planning statement which sets out that 439 vehicular parking bays are proposed. The parking quantum should be confirmed by the applicant and Havant Borough Council in their capacity as the Local Parking Authority should confirm whether this quantum accords with their standards.

In terms of the proposed parking layout the Highway Authority have the following comments to make. The visitor parking bays abutting the shared use provision adjacent to plot 154 is of poor design. It is likely that vehicles may overhang or manoeuvre over the shared use provision causing conflicts with shared use path users. This is a safety concern, and these spaces should be relocated.

No hardstanding has been provided to the rear of parallel parking bays with these shown to abut adjacent landscaping areas. This should be provided, and the width confirmed. Additionally, a 0.3m buffer should be provided where parking spaces are located adjacent to landscaping or hard vertical surfaces such as within the car parking court areas, parking for plots 30, 120 and the visitor parking adjacent to plot 138 is an example. In parking courts 6.0m aisle widths have been provided which is considered an appropriate width to allow for manoeuvre into and out of parking bays. Where the parallel visitor spaces abut the bridleway to the north, the TN sets out that knee rail fencing is to be implemented to avoid vehicles overhanging the bridleway when accessing and egressing these spaces and car doors opening directly onto the provision. Whilst this is considered acceptable in principle, this should be shown clearly on a drawing.

Triple tandem parking is proposed throughout the development, and this should be avoided. Extensive triple tandem parking has been found to encourage errant parking on the highway which may hinder the ability of the refuse and fire tender to access dwellings should vehicles park in areas where the refuse and fire tender cannot pass. Specific agreement with Havant Borough Council on this matter as the local parking authority should be sought on the use and levels of triple tandem parking throughout the development.

Parking space dimensions have been confirmed on drawing SK15 Rev P01.

Parallel parking bays are to measure 2.5m X 6.0m in accordance with HCC TG1 and TSRGD guidance. Standard parking bays measure 2.5m X 5.0m which is noted exceeds the minimum standards as set out within Havant Borough Councils Parking SPD however is more reflective of standard vehicle sizes. These are therefore considered appropriate. Each dwelling is to be equipped with an EV charging point which is demonstrated within drawing SK17 Rev P01. EV charging space requirements and provision should be confirmed with the Planning Authority as this may need additional space to accommodate the charging infrastructure and for safe operation.

Cycle Parking:

The TN sets out that 359 long-stay cycle parking spaces are provided in accordance with HBC Parking Standards. Short-stay cycle parking should also be provided for visitors in accordance with the standards. Given the need generally to encourage use of sustainable modes to comply with

LTP4, and over provision of cycle parking for both residents and visitors should be considered.

No narrative has been provided on the cycle parking provision. Cycle parking should be secure and covered to encourage use of sustainable modes, and this should be confirmed.

Recommendations

A wider scale re-design of the masterplan is considered necessary to comply with the outline s106 to provide a connected network for all users. Additionally, improvements to the sustainable connectivity of the development both internally within the phase, with the wider Berewood MDA development and the A3 London Road are necessary to encourage use of sustainable modes over the private car to comply with LTP4, the NPPF and the outline consent.

The Highway Authority recommend joint discussions with both the Local Planning Authority and the applicant to move this site forward and improve the sustainable connectivity of the site.

Further comments received 13/06/2025 following meetings with the applicant, amended plans and further information:

Phase 8 Construction Access

Following direct discussions with the applicant, the proposed pedestrian and cycle connection onto the A3 Portsmouth Road now aligns with the location of the reinstatement works secured as part of the Phase 8 construction access application (APP/22/01123). This is acceptable to the Highway Authority and no further comments are made on this matter.

Stage One Road Safety Audit (RSA1)

The applicant has commissioned an RSA1 supported by a designer's response for consideration. In total, the audit raised 8 items (4.2.1-4.2.3, 4.3.1 and 4.4.1-4.4.4). It is noted that this audit has been undertaken on the previous access iteration and therefore items 4.2.2 and 4.4.2 are no longer relevant, however raised safety concerns with the priority design therefore confirming that the traditional at grade crossing is most appropriate in this context. All audit items are agreed to be resolved and are discussed where appropriate throughout this response.

Site Access – Bridleway 15 Crossing

In response to previous comments, the applicant has revised the access arrangement to align with a traditional table crossing arrangement given the concerns previously set out. Whilst bridleway users are required to give way to vehicle users, this is considered a more safe and suitable access arrangement given the design constraints in this location. This is demonstrated within drawing SK09 Rev P04.

Visibility:

Visibility splays are demonstrated within drawing SK10 Rev P08 with a key to outline the required visibility for equestrian users, cyclists and pedestrians.

Visibility of 1.5m x 25.0m and 2.4m x 34.5m commensurate to a 20mph design speed for pedestrians and cyclists respectively is achievable within land proposed to fall within the ownership of the Highway Authority. This is therefore acceptable.

The equestrian visibility splays are shown to be reliant on a covenant for

plot 122 within the consented Phase 3B development to the north. The applicant has confirmed on the above drawing that the land reliant for achievable visibility is to be included within the s38 for Phase 3B and therefore will fall under the ownership of the Highway Authority. This is acceptable. The Highway Authority reiterate that the equestrian splays of 3.0m X 66.0m demonstrate will require a formal departure from CD143 to be considered through the s38 stage.

The drawing confirms that the proposed planting within the town park does not impede on the required visibility which is acceptable to the Highway Authority.

Swept Path Analysis:

Tracking speeds have been confirmed to be undertaken at 10mph on drawing SK11 Rev P05. The Highway Authority question whether this is an appropriate speed given the 20mph design speed however are content that the access can accommodate the required movements appropriately given the straight alignment and width of the access carriageway. No further comments are made.

Wider Sustainable Connectivity

Whilst the overall design of the internal layout continues to prioritise car movements, the applicant has made improvements to the sustainable connectivity of development parcel with the wider Berewood MDA development.

The connection onto Bridleway 15 in the eastern corner has been widened to accommodate use of cyclists. This has been key in improving cycle connectivity across the site and is therefore acceptable to the Highway Authority. Due to levels constraints, it is understood that no further connections can be provided for cyclists onto the bridleway as steps are required which are present for the footpath connection onto the PRow. The applicant has made some minor amendments to the internal layout within the vicinity of the Town Park connection. Whilst this provides improvements over that previously demonstrated, the Highway Authority remain of the view that the access into the Town Park is indirect and of less-than-optimal design.

At this point cyclists are expected to undertake an awkward manoeuvre to access the carriageway and vice versa. This is however not a reason for refusal for the Highway Authority given that the proposals are not fundamentally unsafe.

The shared use path in the southern boundary of the site runs further than shown previously terminating adjacent to plot 87/88. In the majority, plot frontages now face onto the shared use path providing some natural surveillance improving perception of safety utilising this route. Where the path connects into the connection onto the A3 London Road, this is of a smoother alignment with 4.0m radii providing a more attractive environment for cyclists overcoming RSA1 item 4.4.3. It is disappointing that it cannot be extended further but it is appreciated that land constraints have hindered this and the need to cycle on-carriageway throughout the parcel or along the A3 has been reduced.

The Highway Authority would seek for wayfinding provision to be secured through an appropriate planning condition to direct cyclists to the connection onto Bridleway 15 and the Town Park. This would be key in ensuring the route is attractive and desirable for use by cyclists to accord with LTN 1/20 principles.

Internal Road Network

The revised site layout is demonstrated within drawing SOxxx-PD-001W. Drawing SK15 Rev P05 outlines geometric details with drawing SK16 Rev P06 outlining the proposed extents of adoption.

The internal road network remains to comprise of several large cul-de-sac arrangements with a lack of loop roads. This remains poor design, albeit sustainable connectivity has been improved with the amendments discussed above. The applicant should be made aware that lack of compliance with HCC TG2 may provide some issues during the s38 process.

In response to previous comments, the applicant provides swept path analysis for two large cars passing to provide evidence base that a 4.5m width for private drives can accommodate these movements in a safe and suitable manner (drawing TK004 Rev P03). A reduced width is therefore acceptable in this instance.

Additional raised tables are provided throughout the internal road network to reduce vehicle speeds given the straight alignment. The applicant is reminded that these should be constructed to adoptable design standards. To the south, a singular buildout is provided again to serve purpose as a speed reducing feature. Paragraph 5.7.6 of TG10 sets out that narrowing's with widths between 3.2m-3.9m should be avoided. The carriageway width where the pinch point is present either needs to be wider to provide sufficient width for vehicle users to overtake cyclists should they not be on the shared use path or narrower to make it clear there is not sufficient width for overtaking to take place. The width provided currently raises safety concerns for cyclists should vehicle users try and overtake. The Highway Authority are content however that this matter can be resolved through planning condition. Vehicle crossover arrangements are present throughout the design where access to parking courts are proposed. This is agreeable to the Highway Authority given that it maintains pedestrian priority in these locations. Tactile crossing points are proposed throughout the internal road network supported by pedestrian visibility splays of 1.5 X 25.0m commensurate with a 20mph design speed (drawing 001 Rev P10). There are instances where reduced splays of 1.5m x 11.0m according with a 10mph design speed adjacent to the shared surface private drive arrangements are proposed where the full 25.0m cannot be achieved. On balance the Highway Authority are minded to agree this reduction given that the areas are to remain, and the number of dwellings being accessed from these arrangements typically encouraging slower speeds. The pedestrian visibility splays adjacent to plot 57 appears to rely on 3rd party land based on the adoption plan provided. The applicant has confirmed that this area will be offered for adoption through the s38 process on drawing 001 Rev P10 and on the proposed adoption plan (drawing SK16 Rev P05). Footway provision around the turning heads adjacent to plots 110/11 and 153 remain of poor design with pedestrians expected to travel against desire lines where the footway continues around the rear. Given that this would not have implications on the layout the footway provision in these locations can be resolved at the s38 stage and will be secured through condition. Audit item 4.3.1 raised the need to provide give way and centreline road markings at junctions throughout the internal layout. This is provided where appropriate on the site layout drawings. This audit item is therefore resolved. Item 4.4.1 and 4.4.1 of the RSA1 raised concern with insufficient warning of change in route characteristics for visually impaired users i.e. where a footway transitions into a shared use footway/cycleway and where footways terminate, and shared areas begin.

Corduroy paving has been provided throughout the internal road network where these changes are present which appropriately overcomes these audit items.

Visibility:

Revised visibility splays for the internal road network including the cul-de-sac arrangements are shown within drawing 001 Rev P10. For most cul-de-sac arrangements, 25.0m visibility is unachievable with splays of 2.4m X 11.0m demonstrated according with a 10mph design speed. The Highway Authority find this acceptable in this instance given that these fall within private areas and the nature of the private drives and quantum these provide access to typically encourages lower vehicular speeds. Audit item 4.2.1 raises concerns with obstructions in the forward visibility splay adjacent to plot 141/142 The drawing outlines that this splay is free from obstruction overcoming this audit item. Tree planting has also been relocated outside of the forward visibility splay adjacent to plots 78-80 which is acceptable.

HCC TG3 compliant pedestrian intervisibility splays of 2.0m x 2.0m are demonstrated to be achievable and accepted. This is missing for the vehicle crossover arrangements providing access to private drives however the Highway Authority are content with the evidence base provided that sufficient visibility can be achieved. No further information is therefore required from the applicant.

Refuse and Servicing:

Revised swept path analysis for an 11.20m 'super large' refuse vehicle and fire tender passing a car has been shown within drawings TK-001 Rev P09 and TK-002 Rev P08 respectively.

It appears that the fire tender and refuse vehicle can pass cars along the carriageways measuring 5.0m with the revised tracking therefore removing the previous concerns raised. Additionally, the revised drawing removes over hanging of footways, particularly at the turning heads. Where the refuse and fire tender are unable to pass a car at junctions proposed, the Highway Authority are content that there is appropriate space to pass a large car and vehicles can see each other within the junction visibility splay envelope. No further comments are therefore made.

As requested, swept path analysis has been demonstrated for a 4.6t light van and large car passing (drawing TK-003 Rev P04). Whilst this has not been provided for the entirety of the local road network, the Highway Authority are content that these movements can be achieved in a safe and suitable manner.

Parking Provision

Vehicular Parking:

It is understood that 439 parking spaces (including 38 visitor) are proposed throughout the development which leads to a shortfall of 1 visitor parking bay in accordance with Havant Borough Council's Parking SPD, however this should be confirmed by the Planning Authority in their capacity as the Parking Authority.

Visitor parking bays within the turning head adjacent to plots 153-154 have been relocated removing the concerns associated with manoeuvrability and conflicts between cyclists in this location. No further comments are made on this.

Hardstanding of 1.0m in width is provided to the rear of parallel parking bays which is acceptable to the Highway Authority.

There is a sufficient level difference between the parallel parking bays abutting the bridleway to north therefore removing concerns with conflict between opening car doors and bridleway users. The applicant previously confirmed the provision of knee rail fencing to act as mitigation which is accepted. Details will be agreed at the s38 detailed design stage. Audit item 4.2.3 raised the need for additional width to be provided adjacent to end of aisle parking bays. In response to this, a 0.3m buffer has been provided adjacent to end parking bays for end bays abutting vertical features.

This is acceptable and the audit item is agreed to be resolved. From the site layout plan it appears they are to be hard surfaced however materials details will be secured through an appropriate planning condition to be agreed prior to commencement.

The Highway Authority seek confirmation that the proposed quantum of triple tandem parking throughout the development is acceptable from the Local Planning Authority, as this arrangement appears to have increased from that set out previously. This can encourage errant parking on the highway which should be avoided albeit the tracking demonstrates that there are appropriate opportunities for servicing and emergency vehicles to pass within the internal road network.

Cycle Parking:

The applicant has confirmed through direct discussions that cycle parking is to be secure either within garages or sheds for private dwellings and secure cycle stores for the apartments.

Levels and Drainage

Whilst the Highway Authority have no in principle concerns with the levels and drainage details for the proposed site, finer details will be secured through an appropriate planning condition to be agreed prior to commencement. This is to ensure that the levels and drainage accord with adoptable design standard given that the site is to be offered for adoption by the Highway Authority.

Materials

Details surrounding materials for the shared surface arrangements will be secured through an appropriate planning condition to be agreed prior to commencement. The applicant is reminded that block paving or change in materials is essential to indicate that vehicle users are entering a shared environment and in the interests of safe and suitable design.

Recommendations

Having regard to the above the Highway Authority provide no objections to this planning application subject to the following conditions:

1. The approved lines of site splay on drawings SK10 Rev P08 and 001 Rev P10 shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway.
Reason – In the interest of highway safety
2. Prior to the commencement of development details of the following items must be agreed in writing with the Highway Authority:
 - a. Street lighting design
 - b. Drainage strategy
 - c. Final ground levels plan

- d. Final materials plan
- e. Details regarding the buildouts and available carriageway width
- f. Footway provision around the turning heads adjacent to plots 110/11 and 153 The above matters should be implemented in accordance with the approved plans.

Reason: In the interests of highway safety.

3. Prior to commencement of development a wayfinding strategy for the proposed cycle route to be agreed with the Highway Authority and for the wayfinding strategy to be implements as agreed prior to final occupation
Reason – In the interest of providing realistic opportunities to increase the uptake of sustainable transport modes

4. No part of the development shall commence until such time as the Bridleway Crossing works as shown in principle in drawing SK09 Rev P04 have been submitted and approved in writing by the Highway Authority
Reason – In the interest of Highway Safety

5. Prior to occupation of any development, the Bridleway Crossing to be completed to the satisfaction of the Highway Authority
Reason – In the interest of Highway Safety

Informative: As the proposed internal road network and primary street is to be offered for adoption, the applicant should enter into the S38 process with the Highway Authority at the earliest opportunity to finalise the detailed design matters associated with condition 3 to ensure that the proposed development and detailed design is agreed and constructed in accordance with adoptable design standards prior to first occupation.

The applicant is reminded that they should not seek to discharge conditions associated with the s38 process until technical approval has been sought for such matters.

HCC - Children's Services Department, Services for Young Children (SfYC)

Hampshire County Council has a duty to ensure that there is sufficient provision for Early Years Education and childcare. New housing developments can result in local pressures within the existing childcare market where further capacity is required to support families moving into new homes.

Whenever a new housing development is planned, consideration should be given to the local early years and childcare market to assess whether the existing provision can meet the needs of the additional early years and childcare places required by the new development. Where it is assessed that there is insufficient capacity within the existing market, it would be expected that new early years and childcare facilities would be made available by the developers of the new site.

The following document provides guidance for Hampshire County Council and other agencies in determining a requirement for early years and childcare places for 0 to 5year-olds to support new housing developments. Whilst this planning application is for 185 dwellings, we are aware this is part of a 2,500 housing development which poses increased demand for childcare places.

For a development of this size, we calculate a requirement for approximately 335 additional Early Years Funded places to meet the

increased demand for childcare if the increase cannot be supported by already existing local provision. This requirement considers the recent government announcement in March 2023, which introduced 15 hours funded places for working families with children aged from 9 months and to increase this to 30 hours from September 2025.

When reviewing current childcare within the ward, there are three PVI (Private, Voluntary and Independent) providers in the Denmead ward (one day nursery and two pre-schools) that are registered to provide Early Years Education (EYE) funded places and seven EYE registered childminders. Some of this provision currently provides childcare to the younger age groups, therefore potentially providing some capacity for the new early year's entitlements. One of the three existing PVI provision in the ward offer funded places for 51 weeks of the year, with all the three PVI also offering the extended entitlement (30 hours). As the new entitlements for younger years are aimed at working families, there may be an increased demand for year round, flexible, childcare to meet the needs of working families.

Local analysis of the demand for places by September 2025 shows a forecast need of places of 8% (17 places) in the Denmead ward and a 6% (238 places) Early Years places in the Winchester district. Our analysis takes into consideration forecast demand, small area population forecasts and planned or proposed new developments in the local area which would have an impact on the demand for places.

This shows that current provision in the ward does not have the capacity to accommodate additional children or offer more childcare hours currently. Therefore, new provision is required to not only accommodate new housing and families in the area but also to meet the demand as a result of the new entitlements and provide increased parental choice. In conclusion, for this development, the developer must consider how childcare provision for an increase of approximately 335 children of full day care, all year-round childcare, can be supported within the locality if this site was granted planning permission.

Officer comment: This is a reserved matters application only, planning permission was granted at outline stage. Therefore this application is not dealing with the principle of development, merely the layout, scale, appearance and landscaping of dwellings for which outline permission exists. Infrastructure requirements associated with the MDA as a whole were secured at outline stage and it is not possible to secure further contributions at reserved matters stage. Furthermore, the applicant has responded 'Officers are reminded that a requirement of the outline consent is for a nursery to be provided within the Berewood Local Centre. The Local Centre is to be progressed by the Master Development (Grainger plc) in which nursery provision will be made to support the emerging community at Berewood'.

Housing Manager (Development)

Comments received 07/05/2025:

Housing: Current planning policy requirements Core Strategy policy CS9.2, the Havant Borough Housing SPD (July 2011), mean that developments of 15 units or more would be required to provide 30-40% affordable housing on site. The current proposals would meet the affordable housing requirement of 40% for the whole of the Waterloo MDA and provide a total of 74 affordable homes. The applicants have submitted an accommodation schedule which consists of:

Type	Beds	Shared Ownership	Affordable Rented	Persons	Area (sqm)
FLAT	1		11	2	50.52
FLAT	2		14	3	63.72
FLAT (M4-3	2		4	3	75.00
HOUSE	2	14		4	79.00
HOUSE	3	21	8	5	93.02
HOUSE	4	2		6	106.01
Total		37	37		

The tenure split of the new affordable homes on this phase is acceptable as it reflects the 50/50 split (Affordable Rent/ Shared Ownership) as described in the Affordable Housing Masterplan Strategy. The proposed sizes of the new homes appear to either meet, or exceed, those stated within the Nationally Described Space Standards. The housing mix would help to meet the current identified need for rented homes as demonstrated through the councils waiting list, Hampshire Home Choice.

However, I am disappointed that the entire 2-bedroom provision for Affordable Rent consists of firstly flats, and secondly flats that will only accommodate 3 people. Considering the continuing acute shortage of available social homes, this size does not allow for future family size growth and creates potential overcrowding issues very early on.

The demand for affordable housing remains consistently high within Havant borough; as at 07/05/2025 there are 1561 active applications registered on Hampshire Home Choice (HHC) seeking accommodation in our area and of these 652 are waiting for a one-bedroom home, 526 for a two bed, 313 for a 3 bed, and 70 for a 4+ bedroom home.

Waiting times on Hampshire Home Choice represent a significant number of years. Between April 2024 to March 2025, for Band 3 applicants (which reflects a reasonable priority for moving) the time between registration and nomination was an average of between 2 to 6 years depending on the property size required.

Although the demand for larger family homes (4 bed +), represents a small percentage of the waiting list, approximately 4.23%, the wait is very significant. As can be seen in the below table, there has been no availability of this size of property in the whole of last year. I would prefer to see the affordable 4-bedroom provision as an Affordable Rented tenure rather than Shared Ownership.

Average waiting times for applicants housed in Havant between 1 April 2024 and 31 March 2025.

	Band 2	Band 3
Bedsit	10 months	2 years 9 months
1 bed	1 year 10 months	4 years 10 months
2 bed flat	1 year 4 months	2 years 11 months
2 bed house	4 years 5 months	6 years 11 months
3 bed	4 years 6 months	5 years 9 months
4+ bed	3 years 4 months	No Lettings
55+ properties	1 year	1 year 8 months

- Insufficient data – There were lettings, however these were subject to either a local connection criteria, Section 106 Agreement or other preference criteria.
- No Lettings – There were no lettings of this property type from this Band.

1 April 2025

The new homes are well spread throughout this phase of development at the MDA, and are ideally placed to take advantage of the proximity of local services including transport, education, medical facilities, and retail opportunities.

The properties, once completed and handed over to a Registered Provider, would be advertised through Hampshire Home Choice, the councils waiting list. Housing would support this application pending comments from the developer concerning the provision of 2 bed 3 person flats only as part of the Affordable Rented homes, and whether the 4 bed provision can be changed to Affordable Rented tenure.

Officer comment: *In a letter sent 03/06/2025 the agent states that 'Bloor are seeking confirmation from the Affordable Housing provider that they require the unit mix as presented in the application. Further information will be provided prior to the planning committee.'*

Landscape Team, Havant Borough Council

Comments received 09/01/2025:

From a landscape perspective we have the following comments in relation to the discharge of conditions:

Condition no. 3.

(a) The layout of the development including the positions and widths of roads, cycle ways, bridleways and footpaths and routes to countryside, including horizontal cross sections and longitudinal sections and details of any associated infrastructure;

- We have concerns with the proximity to parking bays and section of road which abut areas of open space, which will have a detrimental impact of the character of the open space. To mitigate this we require UK native hedgerow to the boundary of the site, this will aid the screening of parked cars, improve green corridors and offer a biodiversity improvements.

- The submitted plans suggest an unbroken footway which continues over the highway, it is unclear how this will practically work. For example the footpath connection west of plot no. 185 crosses the road with no raised table or dropped crossing facilities. Further details are require to provide clarity on pedestrian movement and how this interacts with the highway.

(h) The alignment, height and materials of all walls and fences and other means of enclosure including acoustic barriers;

- All boundary treatments which are visually prominent within the streetscape or abut open space are required to be either brick or brick topped with fencing.

(i) Hard surfacing proposals including surfacing materials;

- No landscape objections.

Comments 27/05/2025:

From a landscape perspective we have the following comments in relation to discharge of conditions:

Condition no. 6

(a) The layout of the development including the positions and widths of roads, cycle ways, bridleways and footpaths and routes to countryside, including horizontal cross sections and longitudinal sections and details of any associated infrastructure;

- We have concerns with the proximity to parking bays and section of road which abut areas of open space, which will have a detrimental impact of the character of the open space. To mitigate this we require UK native hedgerow to the boundary of the site, this will aid the screening of parked cars, improve green corridors and offer a biodiversity improvements.

(h) The alignment, height and materials of all walls and fences and other means of enclosure including acoustic barriers;

- All boundary treatments which are visually prominent within the streetscape or abut open space are required to be either brick or brick topped with fencing. Units no. 161, 92, 88 need to be amended to brick or brick topped fencing.

Officer comment: *The applicant has amended the boundary treatment plan to ensure that these plots would have brick walls. It has not been possible to secure the requested hedgerow adjacent to the Town Park due to insufficient space for planting, this is discussed further in section 7 of the report.*

Leisure Officer

No comments received.

Local Lead Flood Authority HCC

Comments received 03/02/2025:

The County Council has reviewed the following documents relating to the above application:

- Existing Flow Path Plan ref: 5050 P02
- Proposed Drainage Sheets 1 – 4 ref: 5011-5014 P02 2
- Impermeable Areas Plan ref: 5040 P02
- Hydraulic Calculations Nov 24

Drainage plans and calculations have been submitted but these should be accompanied by a technical note to set out the key principles and parameters.

This should demonstrate how the proposals are compliant with details agreed for the wider development, identify the key discharge points, rates and any details agreed at the outline application.

There is an existing ditch bounding the site. Further detail is required to demonstrate how this is to be retained with the current site layout.

Until this information is provided, we are unable to undertake a detailed review of the drainage proposals or recommend approval of the reserved matters application or conditions.

Comments received 28/05/2025:

Unfortunately the applicant doesn't seem to have addressed the points I made in our last response. I really need a technical note highlighting the key parameters, what was agreed at outline and how it fits in with the wider development. Just on this basis, the site layout appears to be unviable as they have not shown how space will be made for the watercourse.

Comments received 13/06/2025:

Thank you for your support in the meeting yesterday. Following this, I have received updated documentation to address the points raised and you were copied into these.

Although a specific technical note has not been provided, the discussions yesterday and the provision of the strategic SuDS document and the documentation in relation to the downstream basin is sufficient to demonstrate that the strategy is compliant with the outline application.

The concerns in relation to the ditch were discussed in detail during the meeting and a filter drain is now shown on the latest set of information, linked to the adjacent site, and is sufficient for me to progress at this stage.

As I'm sure you'll appreciate, I have not had time to review the information in detail, but I am satisfied that the principles of the development are sufficient to discharge condition 6.

I hope this is sufficient for you to progress with the Committee report and I will undertake a more comprehensive review next week in relation to condition 18.

Officer comment: Full comments will be provided as a committee update.

HBC Nutrients Officer

Comments received 30/01/2025

I have reviewed the information and have the following comments:

1. The EU checklist says that they are doing a bespoke scheme but they are planning to use Warnford so they need to amend the EU checklist to the second option for nutrient in the list.
2. The nutrient budget says that current land use is open urban land
3. They need to either reserve credits or buy them outright from Warnford and provide that evidence, I cannot see anything submitted, we cannot complete a HRA without something.

Comments received 12/05/2025

It looks like the applicant has reserved credits at Warnford. As such a condition will need to be added to the permission which requires them to submit evidence of purchase. But the nutrient budget and the reservation figure seem to match.

Comments received 29/05/2025

As long as you are happy that they have secured enough mitigation and matches their nutrient budget then it all looks fine to me. The documents suggest it has only been reserved therefore a condition will need to be applied to the application in the HRA requiring evidence. You should find the text in the HRA document I created for developments using Warnford.

Officer comment: *A Grampian condition has been recommended to secure this.*

Norse South East, Operations Director

No comments received.

Open Space Society

No comments received.

Planning Inspectorate (for Secretary of State)

No comments received.

Planning Policy

Principle of Development:

The site forms part of the strategic site allocation West of Waterloo of 3,000 dwellings under Policy CS18 Site Profile 4 in the Adopted Local Plan. There are various developer requirements set out within this policy, notably that of the need for high quality pedestrian and cyclist routes to be provided linking the town centre to the MDA and Wellington Retail Park. It is noted that two key 3m pedestrian/cycle links will feature within Phase 8, with one link being delivered along the existing bridleway FP715. These links will connect to an existing toucan crossing which is a requirement of the S106. On this basis, the principle of development is acceptable subject to other material considerations.

Density:

Policy CS17 of the Core Strategy sets out that development will be permitted that makes the most effective use of land. In tandem with this Policy CS9 supports housing proposals which achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form. The Council's Residential Density Evidence Paper promotes a minimum density of 40 dph outside of town and district centres and defined opportunity areas. This increases to 55dph within defined 'opportunity areas'. The paper also defines opportunities for higher density residential development dependent on accessibility to services that would support future occupants. The plan in Appendix 3 indicates that the site is partly within the Waterloo opportunity area and partly outside it. The submitted Planning Statement indicates that the proposal for 185 dwellings within Phase 8 equates to a density of 37dph on a site area of 4.97 hectares. The proposed density is marginally higher than that of the

approved Density Parameter Plan which indicates that developments up to a density of 36 dwellings per hectare (dph) are appropriate on site. Based on the net site area shown on the submitted site layout, which indicates a net site area of 10.961 acres (equivalent to 4.4 hectares) this would result in a density of 42 dwellings per hectare. On this basis it is considered that the proposals secure an appropriate density in accordance with the approved parameter plans and make an effective use of land.

Housing mix and affordable housing:

Core Strategy Policy CS9 indicates that housing proposals should provide a mix of dwelling types, sizes and tenures which help meet identified housing need and contribute to the development of mixed and sustainable communities. This is reiterated by criterion n. of the Housing Delivery Position Statement (which is not directly relevant to the proposals but) indicates that 35% of the overall housing mix should be provided as two bedroom homes unless locally identified need evidence indicates otherwise.

The applicant has identified the Council's Housing Needs Analysis 2023 as the latest evidence on identified housing need. Table 4.1 of the report indicates the following estimate need by size of housing in Havant: It is noted that the scheme would achieve a slightly greater proportion of 2 bed (28%), but the overall housing mix would otherwise largely conform with the conclusions of the Housing Needs Study.

Policy CS9 of the Adopted Local Plan seeks to deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more. The proposed development would provide 40% affordable housing which would be policy compliant at the upper range of the policy, and in accordance with the outline consent. The Council's Housing Manager will be able to provide further advice in terms of the type and tenure of affordable housing that should be provided.

Parking

The minimum car parking standards would apply in accordance with Tables 4A and 4B of the Parking SPD and Policy DM13.

Based on the accommodation schedule provided in Table 5, the proposed development would generate a requirement for 395 allocated spaces:

Size of Housing	No of Units	Minimum Car Parking Requirement	Number of Car Parking Spaces Required
1 bed	11	1 space	11 spaces
2 bed	52	2 spaces	104 spaces
3 bed	86	2 spaces	172 spaces
4+ bed	36	3 spaces	108 spaces
TOTAL	185		395 spaces

An additional 20% of unallocated visitor parking should be accommodated which would equate to 79 spaces. This would result in an overall requirement for 474 parking spaces.

When compared to the proposed total of 439 spaces, including 37 visitor spaces there would be a slight overprovision of allocated parking spaces

(+7) and under provision of visitor spaces (-37). Paragraph 4.15 of the Parking SPD indicates that with the exception of small residential developments visitor parking will normally need to be considered and incorporated within a planning proposal. On this basis, the development would not secure standards in accordance with the Parking SPD which would conflict with Policy DM13.

Five year housing land supply

The Council's Five Year Housing Land Supply Update (March 2023) indicates the Council has 1.81 years supply with a 20% buffer applied. This is below the five year supply threshold, and as such there is normally a presumption in favour of sustainable development (para 11d of the NPPF). The tilted balance means that permission should only be refused where the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

Conclusion

The principle of the development of this site is acceptable subject to other material considerations. It is noted that the development would not provide sufficient resident parking and would result in a significant under provision of visitor parking with around only half of the required visitor provision. The applicant has not provided any justification for this, which would conflict with Policy DM13 and the Parking SPD.

Officer comment: Since these comments the Housing Delivery Position Statement has been withdrawn and the Building a Better Future Plan is now being consulted on. With regards to the calculation for visitor parking provision, it is noted that the SPD is ambiguous and could be interpreted to mean 20% of dwellings, this is discussed in depth in section 7 of this report.

Portsmouth Water Company

Site Setting

The site is located in Source Protection Zone 1c (SPZ1c) for the Havant and Bedhampton springs; an essential public water supply source. The SPZ1c relates to subsurface activity only, where the Chalk aquifer is confined and may be impacted by deep drilling activities. Subterranean activities such as deep drainage solutions and/or piling may pose a risk to groundwater quality and our supply at Havant and Bedhampton Springs.

Surface Water and Foul Water Drainage

We are satisfied with the proposed drainage strategies and have no adverse comments to make.

Piling and Foundation Designs

Portsmouth Water has no adverse comments to make. Though If for any reason piled foundation designs for the site are to be to considerable depths (deeper than 20 meters) we wish to be further consulted and request for further details to be provided

Officer comment: A condition has been recommended to restrict piling on site, unless agreed in writing by the Local Planning Authority.

Public Health Team

Public Health responded to the Planning Pre-Application Advice consultation (GEN/24/00524) on 08/07/2024. We have no further

comments to add at this stage.

Pre-app response:

Response Regarding Housing

Having a safe, settled home is a fundamental building block of our health and wellbeing, whether residents own their home or live in social rented or private rented accommodation. The condition and nature of homes, including factors such as stability, space, tenure and cost, can have a big impact on people's lives, influencing physical and mental wellbeing and health Hampshire Public Health Strategy 2023-2026.

Hampshire County Council Public Health supports the Town and Country Planning Association's (TCPA) Healthy Homes Principles for building new homes (Healthy Homes Principles - Town and Country Planning Association ([tcpa.org.uk](https://www.tcpa.org.uk))) and would recommend that the 11 principles are considered in new housing developments. The principles are evidence based (HH-principles-and-evidence-2.pdf ([tcpa.org.uk](https://www.tcpa.org.uk))).

The UK Health Security Agency (UKHSA) have identified that our changing climate poses one of the greatest health security and societal challenges, impacting everything from the air we breathe to the quality and availability of our food and water. Climate change has significant negative impacts on physical and mental health and wellbeing, degrading the environmental and social determinants of health. The following data has been taken from Hampshire's joint strategic needs assessment (JSNA):

- The medium super output area (MSOA) that the proposed site is located in, is in decile 2 of the heat vulnerability index (2018), indicating that residents in this area are more at risk of poor outcomes from high temperatures during heat waves (Hampshire JSNA).*
- 7.5% of houses in the lower super output area (LSOA) of the proposed site experienced fuel poverty in 2022 (Hampshire JSNA).*

One of the TCPA's healthy homes principles is 'resilient to climate change'. Public Health supports this ambition and recommends that this be considered for the proposed housing in this development. This aligns with Havant Borough Council's Climate Change and Environment Strategy 2021-2026, particularly priority HB2.

Hampshire, including Havant, has an ageing population.

Between 2022-2029, the 65-69 age group is estimated to increase in females and males by 22% and 18%, respectively, with the 80+ age category estimated to increase significantly by up to 40%. We therefore recommend that adaptability of housing is considered in this development and suggest use of the Lifetime Homes Design and Standards.

As set out in the covering letter, there is a proposed housing mix for this scheme of 60% private housing, 20% affordable rent, and 20% shared ownership. Linking with section 12 Appearance of the design document, we would recommend that active frontages of all homes are consistent regardless of tenure.

Public Health endorses the Building for a Healthy Life design tool for neighbourhoods, streets, homes and public spaces (Building for a Healthy Life). The design code is broken down into three headings, integrated

neighbourhoods, distinctive places, and streets for all. We would recommend that this be considered to improve the design of new and growing neighbourhoods.

Response Regarding Walking, Cycling, and Wheeling

The proposed scheme benefits from existing footpaths around the site as well as from the town park to the west of the site.

In 2022/23, 64% of adults and only 38% of children and young people in Havant were physically active. Therefore, we encourage the scheme to increase opportunities of access in and out of the site through walking, cycling, and wheeling. Physical activity supports people to maintain a healthy body weight and is proven to help prevent and manage diseases such as heart, disease, stroke, diabetes, and some cancers (Physical activity (who.int)). Physical activity plays an important role in the maintenance of strength and balance, which are vital for day-to-day functioning and there are also benefits for mental health and wellbeing including coping with stress, improving concentration and sleep, and reducing symptoms of depression and stress (How Sport Helps Mental Health | Sport in Mind).

From the current plans, it appears that the vehicular access to the northwest of the site (phase 3B) will be the only pedestrian access in and out of the north of the site. It would be beneficial to consider further opportunities to link residents with the public right of way which may encourage those living at the north of the site to use active travel modes to get into Waterlooville town centre. We also encourage the inclusion of indicative pedestrian / cycle paths in the finalised scheme.

We strongly support the addition of the proposed crossing at the south of the site to give access to London Road and bus stops.

Hampshire's Local Transport Plan 4 (LTP4) includes the healthy streets approach in Core policy 1: putting people and places at the heart of our decisions. The healthy streets approach is based on 10 evidence-based indicators which each describe an aspect of the human experience of being on streets. By prioritising and balancing these indicators, social, economic and environmental sustainability can be improved through how streets are designed and managed (What is Healthy Streets? — Healthy Streets). Elements of this approach could be considered on streets throughout the scheme as well as how the scheme connects with existing roads and infrastructure.

There is no proposed communal green space within the development, so we recommend the addition of greenspace within the site boundary. As there is existing green space to the east of the site and to the west (Town Park), we recommend where possible that links enable and encourage walking, cycling, and wheeling. At present, it is not clear how the existing green space to the east of the site will be linked to the scheme. Access to, and engagement with, greenspace and natural environment is associated with numerous positive physical and mental health outcomes and can support a reduction in health inequalities. Public Health England outlines four broad ways in which greenspace may be linked to positive health outcomes. These include promoting healthier behaviours, such as physical

activity and active travel, enabling greater social cohesion giving people a sense of familiarity, supporting the development of skills and capabilities, such as increased concentration, and mediating potential harms, for example reducing exposure to air pollution (Improving access to greenspace: 2020 review (publishing.service.gov.uk)). Greenspace also supports better mental health through reducing feelings of stress and anger, reducing loneliness, and improving confidence and self-esteem (How nature benefits mental health - Mind, Urban green spaces and health: A review of evidence (World Health Organisation)).

Officer comment: *This reserved matters application is for one phase of the wider MDA which includes substantial open space, which includes the Town Park which is adjacent the immediate western site boundary of Phase 8. As set out in the following sections of this report the application seeks 3 pedestrian/cycle connections to the wider area.*

Ramblers Association, South East Hants Group

Comments received 24/01/2025:

The supplied plans for this application show the PRoW (Public Right of Way) bridleway (Havant15) in the wrong place. The definitive location of this bridleway (see <https://hantsrow.esdm.co.uk/standardmap.aspx>) does not run on top of the made up path shown in the supplied plans (eg. SITE_LAYOUT_IN_COLOUR-2046805.pdf). The west two thirds of the bridleway runs approximately 5m north of the made up path shown on the plans. The east end of the bridleway continues straight to London Road at Plant Farm Cottages, it does not curve south east to follow the made up path to the pedestrian crossing.

If it is intended to divert this PRoW then plans to do so must be submitted with this application. In the meantime all submitted plans should show all highways, including PRoW, in their correct locations. Whilst this error is perhaps not relevant at the east end of the bridleway which is outside the red line of the application, at the west end it is important to the design of the bridleway crossing of the access road.

The plans for the bridleway crossing of the development access road at the north west of the site is not fit for purpose. We note that this crossing has been designed based on a recent survey of usage (HIGHWAYS_TECHNICAL_NOTE-2048826.pdf page 1 section 5). This is not appropriate when the area currently has active building work in progress which would suppress usage, and many thousands of houses are due to be built in the area in the future. The crossing must be designed to cope with the expected usage once the surrounding developments are completed. The application supplies plans and sight lines for a crossing serving only the made up path. The PRoW bridleway, which as mentioned above, lies about 5m north of the made up path is outside of the crossing area and would be rendered dangerous by the applicants plans. The plans for this crossing must be amended to allow a safe crossing and sight lines should be supplied for both made up path and PRoW bridleway. If the PRoW bridleway is to be diverted then this must be stated and plans provided. Note that the adjacent PRoW footpath to the west of this application (Southwick&Widley732) is, we believe, to be diverted to run alongside its made up path, not on top of it. Is the same intended to happen here. The road crossing must be of a width to allow for both made up path and PRoW.

Comments received 30/05/2025:

The previous comments we made about this application (24Jan2025 RAMBLERS_ASSOCIATION-2070018.pdf) still apply in full. The applicants response (18Mar2025 SAVILLS_RESPONSE_TO_CONSULTEE_COMMENTS-2092464.pdf) does not remove any of the problems we highlighted.

The fact that most of the most of the bridleway (PRoW Havant15) is not in Bloor's ownership and outside of the application 'red line' is irrelevant. Any plan submitted as part of a planning application should show all adjacent public highways in their correct location, this includes PRoW bridleways. This is particularly important in this case where there are multiple path connections shown leading to the bridleway, and the existence of the bridleway is used in the application arguments for sustainable travel to Waterlooville centre.

The proposed crossing of the bridleway by the site access road is within the application 'red line'. Establishing the correct location of this bridleway must be done before the design of its crossing of the proposed access road to the site can be considered. The definitive line of the PRoW at the crossing point of the proposed access road is not as shown on the plans, it lies approximately five metres north of the position shown on the plans. It does not lie on top of the made up path shown on the plans. The crossing point shown on the plans serves only the made up path and not the PRoW bridleway adjacent to it. It is likely that the submitted plans will result in the PRoW being illegally obstructed by the approach to the proposed crossing.

We do have a reasonable relationship with Savills and I foresee no problem in agreeing a minor diversion of the bridleway, but if this is needed it must be done before or as part of this application not afterwards.

The design of the proposed bridleway crossing must take into account the definitive location of the PRoW bridleway. I see three alternatives to resolve this:

- 1) HCC Countryside Service declare that the definitive line of the bridleway is in fact on the made up path shown on the application plans.
- 2) The PRoW is legally diverted onto the made up path, at the access road crossing.
- 3) The bridleway crossing is enlarged and designed to cope with both made up path and the adjacent PRoW.

Officer comment: *Officers have spoken with the HCC Countryside and Access Team whom have clarified that the rambler's response relates to the Highways Act (1980) rather than Planning legislation (such as TCPA 1990). In this case there is an anomaly between the definitive line shown for BW15, and the line of the route on the ground. The Definitive Map team at HCC have been informed of this discrepancy and the other concerns raised in the comments provided by both the Ramblers Association and the HCC Countryside and Access Team. The HCC Countryside and Access Team and HCC Highway Authority have both confirmed that the principle of a new road crossing BW15 is sound. If the bridleway is adopted through the s38 at the time of construction, then the applicant will need to apply for a s278, and management of the users can be done through the s278. If not, then the applicant will need to apply to temporarily close/divert the*

PRoW which will need to be managed with countryside services.

SE Hants Clinical Commissioning Group

No comments received.

Southern Electric plc, Network Investment Team

No comments received.

Southern Gas Network

No comments received.

Waste Services Manager

No comments received.

Winchester City Council

No comments received.

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: 66

Number of site notices: 3

Statutory advertisement: 17/01/2025

Number of representations received: 5

Comment	Officer Comment
As a general concern, the plan proposes a further 185 residential settings, adding to the density of housing locally, at the cost of the natural surroundings, and with little to no additional infrastructure offered. The original proposals for the Berewood estate described sports facilities and park land which don't appear on this plan.	This site forms part of the wider MDA which benefits from outline planning permission. At outline stage a phasing plan showed this site to be residential.
Our main concern however is in relation to the private track '1' that serves as vehicle access to our properties at Plant Farm Cottages from London Road, but which also currently has a dual status as a public bridleway. This is also used to label the ward boundary on the published plan diagram. This is a non-adopted track, part of the Southwick Estate, for which there is a covenant for use of vehicles solely for the occupants of 1, 2 and 3 Plant Farm Cottages. There is public access for use as a bridleway.	The private track '1' route of the PRoW is outside the red site line for this application.
There is also an existing tarmac footpath nearby '2', running approximately north-south which also connects to London Road and we have noted it is proposed in the	

plan to be given future bridleway status as part of the planning application. We are therefore requesting an amendment to the plan, that the bridleway status of track '1' be removed, rendering it solely for private use. This is for the following reasons: 1. That the newly proposed bridleway '2' is sufficiently close to the original bridleway '1' and connects to all the same adjacent footpaths and roads. We propose for this reason there would be minimal-to-no impact on members of the public's rights to pass through if bridleway '1' were to be removed. 2. As residents of (redacted) Plant Farm Cottages, we have experienced the following issues with public use of track '1': a. The use of the track to park vehicles despite this not being permitted. This blocks driveway access to the houses. Damage repairs, some of which were caused by vehicles parking and turning, and improvements to the track, were recently completed, funded solely by the residents of Plant Farm Cottages. b. Dumping, littering, and dog faeces left on and around the track by members of the public, as well as damage to some of the wild hedging. As the track is not adopted, any rubbish clearance or repairs are up to, and at the cost of, the residents of Plant Farm Cottages. Our concern is that these issues are likely to increase significantly with the increased footfall associated with an additional 185 residential units. This will bring further avoidable damage and detriment to a natural area, beyond a reasonable or tolerable level for the existing residents. We trust you will consider carefully our request and amendment to the proposed plans, and we have set out fair and proportionate evidence in support of this. I would be happy to speak with a planning officer if further clarity is needed, prior to this application receiving approval.	
I am writing to express my concerns regarding the proposed access to the site. The current design is unacceptable and will undoubtedly lead to significant issues. The proposed access will create severe traffic congestion on already busy routes such as Plant Farm Crescent, Grainger Street, and the main roundabout in Waterloo. At present, it is nearly impossible to exit	Planning permission has been granted at outline stage for the development of this site. Access to the MDA was approved at outline stage.

Berewood during peak hours, and the junction of Plant Farm Crescent with Grainger Street is particularly hazardous due to limited visibility. I would like to understand why access to London Road has not been considered for this site. The current bus lane is only used intermittently-perhaps once every half hour-and there is minimal pedestrian traffic on the associated pavement. Berewood is already experiencing heavy traffic, and the current access options for this development are severely limited. The proposed access will not only exacerbate the existing issues, but will also increase the risk of dangerous situations on the roads, especially given that the access point lies along the main walking route to Berewood School, where many children cross the road daily. I urge the Council and the Highways Agency to conduct more thorough studies and traffic observations before making any final decisions. The current proposal does not adequately address the safety and traffic concerns of the area.	
I would like to formally object to this proposal due to the failure of Grainger, the company responsible for land sales at Berewood, to meet the terms outlined in Agreement 106. The local center has not been built, the roads are in poor condition, and key areas such as the town park remain unfinished. Despite these issues, new houses continue to be constructed without the necessary infrastructure in place. Additionally, roads in parts of Berewood have not been adopted as promised. It is essential that the infrastructure is developed first before any further housing is built and sold at Berewood. The existing parts of Berewood must also be brought up to the correct standard.	Noted, this will be looked into by officers, however would not prejudice the determination of this Reserved Matters Application.
I can see no plans or comments on Bloor site compound or delivery proposals for materials? Simply where are all the construction traffic and materials delivery routes?	A Construction Management Plan is required by condition. Furthermore, temporary permission for construction access has been approved under APP/22/01123.
Comment on behalf of Havant Climate Alliance and Havant Friends of the Earth on the following grounds (<i>Summarised by officer</i>); • Good mix of home sizes, however only 18 will be socially affordable rent which is insufficient • Positive EV charging points provided	See section 7.

• Links to key cycle/pedestrian routes • Raised table crossings required whether footpaths and bridleways cross the roads • Noise and air pollution to plots 64 and 86. Mechanical Ventilation will increase energy use and carbon emissions. • Future occupiers should be able to choose height of acoustic fence adjacent London Road. • Greater buffer zone of trees between London Road and the proposed dwellings should be required having regards to the projected air pollution levels identified in the shadow HRA. • Larger landscape buffers/wildlife corridors required. • Trees should be safeguarded and more trees planted • Ecological enhancements are too sparse in the centre of the development • It is stated that it is exempt from BNG • Concern over the impacts raised in the shadow HRA • Inadequate energy statement	
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7 **Planning Considerations**

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

- i. Principle of development and planning history
- ii. Impact on visual amenity and character of the area
- iii. Housing mix and affordable housing provision
- iv. Standard of accommodation and private amenity space
- v. Impact upon residential amenity
- vi. Impact on highway safety, impact on users of the PRow, car parking provision and waste arrangements
- vii. Sustainability
- viii. Ecology
- ix. Impact on nature conservation sites and nutrient neutrality
- x. Flood risk and drainage
- xi. Community Infrastructure Levy and S106

(i) Principle of development and planning history

7.2 The Council's Five-Year Housing Land Supply, updated at 1 April 2024, indicates the Borough's housing land supply position as 1.8 years with a 20% buffer applied. This shortfall engages Paragraph 11d) of the NPPF with its presumption in favour of granting permission unless there are any adverse impacts that would significantly and demonstrably outweigh the benefits.

7.3 The application site is located within the settlement area of Waterlooville and is within the West of Waterlooville Major Development Area, which was granted outline planning permission on 18 April 2012 by Havant Borough Council (HBC) (HBC ref:

APP/10/00828) and 30 March 2012 by Winchester City Council (WCC) (WCC ref: 10/02862/OUT), for *'the development of approx. 2,550 no. dwellings including the construction of a new access from Ladybridge Roundabout, Milk Lane and completion of Maurepas Way access, a local centre (comprising retail, community building, land for health care, land for elderly care) public house, land for 2 primary schools, land for a nursery, land for employment uses, associated amenity space along with substantial green infrastructure, SuDS, land for allotments, main pumping station, land for cemetery, restoration of River Wallington, together with landscape structure planting (Matters for Approval Access only).'* A copy of this decision notice is appended at Appendix A.

- 7.4 The principle of the development is therefore already established. The current reserved matters application relates to Phase 8, which would be entirely residential. Phase 8 would be accessed via Phase 3b (APP/21/01259) to the north. The temporary construction access would be directly from London Road to the south and has been granted under planning reference APP/22/01123. The Council's Planning Policy Team have commented *'The site forms part of the strategic site allocation West of Waterlooville of 3,000 dwellings under Policy CS18 Site Profile 4 in the Adopted Local Plan. There are various developer requirements set out within this policy, notably that of the need for high quality pedestrian and cyclist routes to be provided linking the town centre to the MDA and Wellington Retail Park. It is noted that two key 3m pedestrian/cycle links will feature within Phase 8, with one link being delivered along the existing bridleway FP715. These links will connect to an existing toucan crossing which is a requirement of the S106. On this basis, the principle of development is acceptable subject to other material considerations.'*

- 7.5 The Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO) defines the reserved matters as follows:

Appearance - means the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting and texture;

Landscaping - in relation to a site or any part of a site for which outline planning permission has been granted, means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated;

Layout - means the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development;

Scale - except in the term "identified scale", means the height, width and length of each building proposed within the development in relation to its surroundings, and

Access - means the accessibility to and within the application site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

- 7.6 For avoidance of doubt, planning permission has already been granted for the erection of dwellings on the site (and wider MDA). Therefore, it is only the access, appearance, landscaping, layout and scale specific to this residential phase that can be considered at this stage.

- 7.7 When initially submitted this application also sought the discharge of planning conditions 3, 6, (ii) a),b),d),e),f),h),i),j),l),m),n), 7, 16 and 18 of the outline permission (APP/10/00828). These conditions are detailed below;

3. The submission of all reserved matters and the implementation of development shall be carried out in substantial accordance with the Design and Access Statement (November 2010), the Master Plan Design Document (November 2010), the Planning Statement (November 2010), the Environmental Statement and supporting Appendices and Appendix (November 2010), and the Sustainability and Energy Statements (October 2010). Each reserved matters application shall be accompanied by a statement of conformity to the Environmental Statement and a statement of compliance with the energy and sustainability statements.

Reason: To define the scope of this permission and having due regard to policy CS18 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework.

6. No development hereby permitted shall commence in a reserved matters area until plans and particulars specifying the detailed proposals for all of the following aspects of the same [herein called 'the reserved matters' and the 'other matters'] have been submitted to and approved in writing by the Local Planning Authority for that reserved matters application. Thereafter the development hereby approved shall be carried out in accordance with the approved details.

For each reserved matters application the applicant shall include plans and particulars that demonstrate how the reserved matters area relates to the Phased Area Strategy as defined in the S106.

(i) The reserved matters:

(a) The layout, siting and scale of all buildings and structures;

(b) The design and external appearance of all buildings and structures (including details of the colour and texture of external materials to be used);

(c) Details of means of access, including the layout, construction and sight lines;

(d) Landscaping including a landscape design showing the planting proposed to be undertaken, the means of forming enclosures, the materials to be used for paved and hard surfaces, the design of street furniture and the finished levels in relation to existing levels, treatment of retained areas of landscaping/vegetation including woodland, hedgerows, scrub and grassland. 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 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 the approved timing provisions. If within a period of five years after planting any tree or plant is removed, dies or becomes, in the opinion of the Local Planning Authority, seriously damaged, defective or diseased another tree or plant of the same species and size as that originally approved shall be planted at the same place, within the next planting season, unless the Local Planning Authority gives its written consent to any variation.

ii) Other matters:

(a) The layout of the development including the positions and widths of roads, cycle ways, bridleways and footpaths and routes to countryside, including horizontal cross sections and longitudinal sections and details of any associated infrastructure;

(b) The finished levels (above ordnance datum) of both the ground floor of the proposed buildings(s) and the surrounding ground levels;

(c) Access facilities for the disabled;

(d) The layout, depth and capacity of all foul sewers and surface drainage including SUDS and their means of disposal; and details of any other

proposed ancillary drainage works/plant (e.g. pumping stations);
(e) An accurate plan showing the position, type and spread of all existing trees on the site and a schedule detailing the size and physical condition of each tree and, where appropriate, the steps to be taken to bring the tree(s) to be retained to a satisfactory condition; and also details of any proposals for the felling, lopping, topping or uprooting of any tree;

(f) Details of ecological mitigation measures (informed by up – to – date ecological surveys and assessment, the details of which shall be submitted to and approved by the Local Planning Authority) required for each reserved matters application, including both ecological works directly related to that reserved matters area and any works associated with that development area but outside of the boundary of that area. Ecological mitigation measures should be in accordance with measures set out within the approved Environmental Statement.

(g) Details for the provision to be made for ecological information interpretation boards

(h) The alignment, height and materials of all walls and fences and other means of enclosure including acoustic barriers;

(i) Hard surfacing proposals including surfacing materials;

(j) The provision to be made for the parking, turning, loading and unloading of vehicles and cycle parking;

(k) The provision to be made for the storage and removal of refuse from the premises;

(l) The provision to be made for street lighting;

(m) The provision to be made for external lighting;

(n) The location, height and appearance of any chimney(s), flues and vents.

(o) details of play and sports equipment

Development shall be carried out in accordance with the approved details which shall be fully implemented for each reserved matters area unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the approved development is constructed and finished to a satisfactory standard.

Officer comment: This application seeks to discharge condition 6 in part. Criterion g and o are not relevant as they relate to the public open spaces and communal facilities located in other phases of the wider development. No information has been provided with regards to criterion i, l, m and n and as such reference to these criteria have been removed from the application description.

7. Prior to the commencement of development within any reserved matters area (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a scheme to deal with the risks associated with contamination of that reserved matters area shall be submitted to and approved by the Local Planning Authority. That scheme shall conform to current guidance and best practice as set out in BS10175:2001. Investigation of potentially contaminated sites – code of practice and contaminated land reports 7 to 11 or other supplementary guidance and include the following phases unless identified as unnecessary by the preceding stage and agreed in writing, by the Local Planning Authority:

a) A site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study and previous investigations;

b) A remedial strategy detailing the measures to be undertaken to avoid risk from contaminants and or gases when the site is developed and proposals for future maintenance and monitoring. Such schemes shall include nomination

of a suitably qualified person to oversee the implementation of the works.

The development must not be carried out other than in accordance with the agreed details. Any changes to these agreed elements require the express consent of the Local Planning Authority.

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 Core Strategy 2011 which forms part of the Local Development Framework.

16. No relevant phase of the development hereby permitted shall commence until a scheme for protecting proposed dwellings and their gardens from noise from the London Road has been submitted to and approved in writing by the Local Planning Authority. Those dwellings shall not be occupied until the implementation of all works forming part of such approved noise protection scheme has been completed in full accordance with all detailed components of such scheme.

Reason: To safeguard the amenity of occupiers and having due regard to policies CS16 and DM10 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework.

18. Prior to the commencement of each reserved matters area a surface water drainage scheme, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, shall be submitted to and approved in writing by the Local Planning Authority. The drainage scheme for each reserved matters area shall be implemented prior to the completion of each reserved matters area and thereafter managed and maintained in accordance with the approved Phased Area Strategy. Information regarding the design storm period and intensity, the method employed to delay and control the surface water discharge from the site shall be included in the scheme.

The drainage scheme for each reserved matters area shall be designed in accordance with the principles set out in "Proposed Outline SUDS Strategy Statement" by Mayer Brown dated October 2010 submitted in support of the planning application.

Where the drainage scheme relies on drainage features outside of the reserved matters area boundary these must be completed to a point where that particular reserved matters area can be serviced. No reserved matters area shall be allowed to discharge runoff un-attenuated and untreated into receiving watercourses reliant on future reserved matters areas downstream for attenuation and treatment.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance and having due regard to policies CS11, CS15, CS16, DM8 and DM10 of the Havant Borough Core Strategy 2011 which form part of the Local Development Framework.

- 7.8 Also relevant to the consideration of this application is condition 4 on the outline permission (APP/10/00828) which states;

4. No development shall take place, other than for the approved phase 1, until a Design Code has been submitted to and approved in writing by the Local Planning Authority. The Design Code shall be substantially in accordance with the principles of development approved in the Master Plan Design Document (November 2010). Each subsequent reserved matters application for development should be accompanied by a written statement which sets out how that proposal has complied with the principles set out in the Design Code.

Reason: To ensure satisfactory comprehensive development and proper planning of the area and having due regard to policy CS18 of the Havant Borough Core Strategy

2011 which forms part of the Local Development Framework.

- 7.9 The approved Berewood Design Code is appended as Appendix C, this was subject to a non-material amendment application, which has been granted by Winchester CC. The Berewood Design Code sets out that Phase 8 would be within the 'Garden Suburb' character area which is *"led by the existing and new landscape characteristics of the area, providing a strong green framework for medium density development"*. A Design Code checklist has been submitted with this application, which sets how the development complies with the code. Reference to the Design Code is made in the following sections of this report, along with an assessment against the relevant planning policies. The Design Code sets an important framework for development proposals but where discrepancies have been identified, these need to be assessed on their merits and in the context of Paragraph 11(d) of the NPPF.

. (ii) Impact on visual amenity and character of the area

Layout and access

- 7.10 The permitted Density Parameter Plan, approved under Non Material Amendment (NMA) APP/23/00122, shows that Phase 8 would have a medium density, upto 36 dph. The applicant states that the proposal seeks a density of 37dph on a site area of 4.97 hectares, however, based on the developable area of 4.4 hectares, the Council's Planning Policy Officer has calculated the proposed density to be 42dph. It is of note that policies CS9 and CS17 of the Havant Borough Core Strategy seek to achieve a suitable density and permit development that makes most effective use of land in the borough. Furthermore, the application site has been identified as an allocated site in the emerging Draft Building a Better Future Plan, which states under Allocation 23 that Phase 8 has the potential to deliver 185 dwellings. Further to this emerging policy 13 of the Draft Building a Better Future Plan seeks a housing density of 40dph in areas outside town and district centres, increasing to 55dph in the defined opportunity areas. The Council's Planning Policy Team have commented that the application site is partially within the defined Waterlooville opportunity area. On this basis the Council's Planning Policy Team have raised no objection to the principle of the proposed density.
- 7.11 The main vehicular access will be via Phase 3b from the north, this would allow for cohesion between the two phases. The proposal seeks a cul-de-sac layout, with some perimeter blocks. Whilst HCC Highways have commented that the cul-de-sac layout with lack of loop roads is poor design, they have not objected to the application. Officers consider that visually there would be a clear road hierarchy, created by the road widths and finishes. The principal street would run west to east, with cul-de-sacs north and south. There would be shared surfaces forming smaller roads and fronting the Town Park to the west. This road hierarchy will help with legibility.
- 7.12 In terms of pedestrian and cycle interconnectivity there are three connections proposed into the Town Park, these would be via the Bridleway to the north, the central corridor and a southern connection which would also connect and provide access to London Road. The submitted plans also show a further two connections to the Bridleway which runs to the north and east of the application site.
- 7.13 During the course of the application, officers have met with the applicant and with HCC Highways. One of the matters of discussion was the western central access point to the Town Park and the opportunity to make a green corridor through the application site. Subsequently the layout has been amended, however owing to the quantum of development proposed a linear green corridor has not been fully achieved. The

amended layout would still allow for a short vista of the Town Park when viewed from the T-junction, however, the pedestrian and cycle link would have a dogleg when entering the application site. HCC Highways have commented *'the Highway Authority remain of the view that the access into the Town Park is indirect and less than optimal in the design. At this point cyclists are expected to undertake an awkward manoeuvre to access the carriageway and vice versa. This is however not a reason for refusal for the Highway Authority given that the proposals are not fundamentally unsafe.'* Whilst a linear pedestrian and cycle link with a strong green corridor either side would have been desirable, it is considered on balance the proposed design would not have an adverse impact in terms of visual amenity and character of the area that would significantly and demonstrably outweigh the benefits of the proposal. The Highways Safety considerations and comments from HCC Officers are discussed further in section (vi.) of this report. In terms of design and placemaking, the proposed layout provides an acceptable level of connectivity for pedestrians and cyclists.

- 7.14 With regards to the layout, the proposal seeks a combination of private driveways and parking courts as well as on street parking provision. The Design Code states that *'parking spaces and garages should be either set back from frontage or incorporated into façade'* and *'Courtyards only to be used on rare occasions within Garden Suburbs, primarily for apartment blocks'*. The submitted plans show that along the primary roads the proposed layout would accord with this, with parking provision including garages located to the side of dwellings. The smaller cul-de-sacs do not accord with this, as there would be rows of parking in front of terraced properties, however, as these roads do not form the primary frontages this is considered acceptable in this instance. Parking courts have been proposed for the apartment blocks, these would be relatively well screened by the building mass of the apartments themselves and are therefore acceptable.
- 7.15 The Design Code requires under GS02A that the Town Park is overlooked by active frontages of new homes. The layout proposed complies with this requirement, with the principal elevations of dwellings facing onto the Town Park, this would provide natural surveillance and visual interest. The dwellings along this boundary have a slightly more informal layout, created by the bends in the roads and looser spacing between the properties. This layout would help to provide attractive views of the proposed development from within the Town Park.
- 7.16 During the course of the application plots 108-110 have been reorientated to face London Road and the proposed pedestrian and cycle route connecting the Town Park to the London Road. This would help to provide natural surveillance of the pedestrian and cycle route, whilst improving the views of the development from London Road.
- 7.17 Dwellings are also orientated to face the PRow to the north and east of the site, again providing natural surveillance, active frontages and visual interest. In particular, plots 57 – 67 in the north-eastern corner of the site have a staggered, curved building line and would appear as a loose, informal crescent facing out towards the triangle of open space that falls outside the application site.

Scale

- 7.18 The approved building heights parameter plan (under NMA APP/23/00122) shows that there could be up to 2.5 storey buildings on the east of the site rising to 3 storey to the west of the site. The proposal seeks predominantly two storey development with some 2.5 storey dwellings and two apartment blocks, that would be 3 stories in height. The 2.5 storey dwellings would be located to the east of the application site and the 3 storey apartments would be located centrally. This would not strictly follow the

requirements of the parameter plan as the northern apartment block appears to fall slightly outside the area indicated for 3 storey development, however the scale of the buildings are not considered to be harmful to the character of the area. The applicant argues that the three storey apartments located centrally within the site create feature buildings, which also provide natural surveillance around the adjacent open space, such as the PRow.



Figure 1: Approved building heights parameter plan (under NMA APP/23/00122)



Figure 2: Proposed building heights plan

7.19 In terms of the dwelling houses, there would be a range of house types with a mix of detached, semi-detached and terraced properties and single and double garages, this

would provide acceptable massing and form and provide visual interest.

Appearance

- 7.20 GS03-GS05 of the Design Code sets out design criteria relating to the appearance of proposed dwellings in terms of detailing and materials, roofs and eaves and fenestration.
- 7.21 In terms of materials the Design Code requires the use of clay stock brick. The applicant has confirmed instead they would be using *'High quality wire cut bricks'* to provide continuity with the approved materials in Phase 3B. There would be two red brick types which would provide variety across the site. The Design Code also requires occasional use timber cladding/ render and clay hanging tiles on bays and the occasional use of rendered elevations and painted brickwork. The proposal would comply with these criteria as chalk white render is proposed at first floor level on some properties. There are slate grey and cottage red roof tiles proposed.
- 7.22 The proposed dwellings would predominantly have gable roofs with some hipped roofs. This would accord with the requirements of the Design Code which requires *'gable pitched roof with ridge running parallel to the street with projecting gables'*. Contrary to the Design Code, no chimneys have been proposed. The applicant has stated that this is to provide continuity with Phase 3B. The Design Code also seeks *'occasional roof planes continued down to ground floor level with sprocketed eaves with dormers at first floor level'*. Instead the applicant states that *'dwellings facing the residential streets are typically detached with hipped roofs'*. Whilst the roof forms do not strictly accord with the Design Code, given that there would be varied building heights across the development, dormer windows on the 2.5 storey dwellings and a mix of gable and hipped roofs, there would be an acceptable roofscape.
- 7.23 The proposed fenestration would appear acceptable. There would be a regular rhythm to fenestration on most house types and on the apartments. An amendment to the Design Code was sought under NMA APP/16/01260, and this was permitted by Winchester CC on 03/10/2018. This amendment was to allow for high quality uPVC windows, which the current application seeks to use. The fenestration materials are therefore considered to be acceptable. There would be high quality window detailing on principal elevations, including windows with transom and mullion bars. There would be bay windows at ground floor level across the site, again providing visual interest. The front doors across the development would have a range of colours (black, green, red and grey), this would help to provide interest and identity.
- 7.24 The applicant has paid regard to the importance of corner turner properties and has ensured that there are windows on both the front and side elevations addressing the proposed access roads. This would provide both natural surveillance and visual interest. Across the development other detailing includes string courses, porches, lintels, tax windows and brick corbels at the eaves. The detailing proposed would provide a high quality appearance. The affordable units would have similar detailing to the market units as such the development would appear tenure neutral.
- 7.25 The scale, mass and form of the apartments would make these highly visible buildings within the streetscene and from the PRow, as such their appearance has been considered carefully. Whilst these do not have any unique design features to make them landmark buildings, the massing of these large buildings would be broken up well by the mix in materials and uniform pattern of fenestration, which includes large Juliet balconies. The apartments would therefore appear acceptable.

- 7.26 No details of external lighting are provided at this stage, this is required by Condition 6 (ii)(l) and (m) on the outline permission (which is not sought to be discharged under this application).

Landscaping

- 7.27 No public open space is proposed within this phase of the MDA development, however, this site abuts the Town Park and further open space to west. It is therefore considered acceptable in this instance as future residents would have ready access to areas of high quality open space.
- 7.28 The application is supported by an Arboricultural Impact Assessment. The Council's Tree Officer is satisfied that this report is adequate to safeguard retained trees on site. Whilst the Council's Tree Officer cannot support hedgerow removal based on Arboricultural reasoning, this would be limited to less than 10m of hedgerow being removed to allow for the creation of a pedestrian and cycle access point onto London Road. On balance, the provision of sustainable transport connections would outweigh the harm. The rest of the hedgerow adjacent London Road would be retained, this would be in accordance with the Design Code.
- 7.29 There would be street trees throughout the development which would help to soften the development and contribute to positive place making. There would be lawns, shrubs and hedgerow at the frontages of dwellings. The planting will include species such as Crab Apple, Himalayan Birch, Purple Norway Maple, Poplar, Field Maple, Morello Cherry and Red Robin. The use of native species would ensure that the landscaping would be appropriate for the wider character of the area and would comply with the requirements of the Design Code.
- 7.30 In terms of hard landscaping, boundary treatments would comprise 1.8m high closeboard and panel fencing between the properties. There would be 1.8m high brick walls where there would be a continuous plot boundary between private gardens and the proposed internal roads or towards the Town Park or Bridleway. The proposed brick walls would maintain a high quality appearance for the lifetime of the development. Acoustic fencing is necessary in some locations along the southern site boundary (plots 153, 107, 80, 86 and 64), this would measure 2.2m or 2.5m in height. Whilst it is acknowledged that these fence panels would be visible from the public realm within the site, particularly along the pedestrian and cycleway, they are necessary to mitigate noise from London Road. The landscaping plan shows that there would be tree planting and ornamental hedge planting in front of these fence panels, furthermore, the existing hedgerow adjacent to London Road would be retained which would screen the site and soften views from London Road.
- 7.31 Details of the hard surfacing of the internal roads, pathways and parking spaces have not been provided with this application, this would be required by Condition 6 (ii)(i) (which is not sought to be discharged under this application). The submitted layout plan suggests that there will be areas with a shared surface, with block paving. This will help with legibility and understanding of the road hierarchy.
- 7.32 There is a good mix of tandem parking, rows of parking spaces, parallel parking adjacent roads and parking courts. It is unfortunate that owing to the quantum of development proposed, there would be areas of large expanses of hard standing, such as the parking courts and to the front of terraced properties (plots 42-48). Whilst there is some soft landscaping proposed it is not of a quantity sufficient to mitigate the level of hard standing. Nevertheless Officers have negotiated additional soft landscaping across the site. This includes additional hedgerow to minimise the harm of the hard landscaping and help soften views of the parking in front of plots 42-48 from on the

eastern and western approaches along the PRoW, It is considered that the developer has now proposed the maximum soft landscaping achievable given the site constraints and quantum of development proposed. The harm to visual amenity is outweighed by the benefits of housing numbers and adequate parking provision. Furthermore, the parking courts would be located away from the main vantage points and would be largely shielded by the mass of the apartment buildings and other dwellings.

- 7.33 Hard standing along the western site boundary would be right up to the site boundary, whilst this would result in a hard edge to this phase of the development, it would adjoin the Town Park Phase B, which is subject to a separate reserved matters application which is still pending. It is noted that the Council's Landscape Officer has commented that *'We have concerns with the proximity to parking bays and section of road which abut areas of open space, which will have a detrimental impact of the character of the open space. To mitigate this we require UK native hedgerow to the boundary of the site, this will aid the screening of parked cars, improve green corridors and offer a biodiversity improvements'*. The applicant has responded that a hard standing buffer has been provided adjacent to the parking spaces in response to HCC Highways Comments, therefore there is no space for planting within this phase boundary. Owing to the intended verdant nature of the Town Park, it is considered by officers that a hard edge to Phase 8 would be acceptable in this instance. The proposed plans currently being considered for the Town Park Phase B show that there would be a number of trees along the perimeter of the Town Park including Field Maple, Silver Birch and Cherry trees planted adjacent to Phase 8, this would help soften the appearance of Phase 8 when the development is read as a whole. Beyond these trees, the open space within the Town Park between Phase 8 and footpath FP732 incorporates the "Adventure Exploratory Trail", which is nestled amongst wildflower landscaping. There is also an open lawn area for fitness classes.
- 7.34 Having regards to the above, in terms of the visual appearance and impact on the character of the area, the proposal would have an acceptable layout and access, scale and appearance and would be appropriately landscaped when having regard to the wider context. The proposal would therefore accord with policies CS13 and CS16 of the Havant Borough Local Plan (Core Strategy) March 2011. Furthermore, the proposal broadly accords with the requirements of the Design Code. Where elements of the proposal are contrary to certain requirements of the Design Code, these elements would still deliver a high quality residential environment and would not result in an adverse impact that would outweigh the benefits of the proposal, within the context of Paragraph 11(d) of the NPPF.

(iii) Housing mix and affordable housing provision

7.35 The proposed housing mix is set out below;

	Private dwellings		Affordable Rent		Affordable - Shared Ownership		Total	
	No. Dwellings	Mix	No. Dwellings	Mix	No. Dwellings	Mix	No. Dwellings	Mix
1 bedroom	0	0.0%	11	29.7%	0	0.0%	11	5.9%
2 bedroom	20	18.0%	18	48.6%	14	37.8%	52	28.1%
3 bedroom	57	51.4%	8	21.6%	21	56.8%	86	46.5%
4 bedroom	34	30.6%	0	0.0%	2	5.4%	36	19.5%
Total	111		37		37		185	

7.36 The Council's Planning Policy Team have commented '*It is noted that the scheme would achieve a slightly greater proportion of 2 bed (28%), but the overall housing mix would otherwise largely conform with the conclusions of the Housing Needs Study.*'

7.37 The S106 pursuant to the outline permission (APP/10/00828) requires 40% of dwellings to be affordable with a mix consisting of 50% affordable rented dwellings and 50% shared ownership dwellings. The S106 also requires an Affordable Housing Reserved Matters Strategy to be submitted with each Reserved Matters Application. The applicant has complied with this requirement and the proposal seeks 74 affordable dwellings of which 37 would be affordable rented and 37 would be shared ownership.

7.38 On the whole, the Council's Housing Officer accepts the affordable housing mix proposed. However, they have raised concerns with the entire 2 bedroom provision of the affordable rent properties as being flats, whilst this concern is noted Officers do not consider this to amount to a level of harm that would warrant refusal of this application. The Council's Housing Officer has also stated that they would rather see the affordable 4-bedroom provision as affordable rented rather than shared ownership. Having regards to paragraph 11(d) of the NPPF it is considered that this harm would not significantly and demonstrably outweigh the benefits of the development as a whole.

7.39 All of the dwellings would meet or exceed the Nationally Described Space Standards. Furthermore, all affordable dwelling houses would be designed to be M4(2) compliant (accessible and adaptable dwellings as set out in building regulations). In addition, 10% of affordable rented units would be M4(3) compliant properties (wheelchair user dwellings as defined in building regulations), as required by the S106 pursuant to the outline permission.

7.40 The S106 also requires clusters of no more than 10-15 units for houses and 10-20 units for flats. It is noted that the affordable units within Phase 3b do not abut the boundary with phase 8 and therefore the clusters across both phases are sufficiently separated from one another. There are 5 clusters of affordable units proposed. The largest cluster would be the units contained within the 2 Fackery apartment blocks in the centre of the site, where there would be 18 social rented units. To the north of the site there would be a cluster of 16 units that would comprise 9 social rented flats, 2 maisonettes and 5 shared ownership houses, this would be separated from a further

cluster of 7 shared ownership houses to the east by two market dwellings. There would be two further clusters to the south of the site comprising social rented and shared ownership dwellings. On plan these appear as groups of 15 and 18 dwellings which would not strictly accord with the S106, however, there would be several access roads to these properties and therefore these would not dominate a particular street. In light of this, it is considered that there would be satisfactory pepper potting of affordable housing across the site.

- 7.41 The proposal would therefore have an acceptable housing mix including affordable housing provision and would be in accordance with the S106 pursuant to the outline permission and policy C9 of the Havant Borough Local Plan (Core Strategy) March 2011.

(iv) Standard of accommodation and private amenity space

- 7.42 All properties would meet the Nationally Described Space Standards. Furthermore, with the exception of the apartments and maisonettes, all dwellings would benefit from private garden areas and therefore would have adequate amenity space. The applicant has argued that *'given the close proximity of the apartment blocks to the Town Park, it is felt that residents will benefit from the ample green infrastructure and play provision meaning the benefits of supplying private amenity space would be minimal'*. Officers accept this argument in this instance. The maisonettes would have a shared garden space.
- 7.43 The Council's Design Guide SPD requires back-to-back distances between dwellings to measure a minimum of 20m and back-to-side distances of 10m where there is a blank gable. The proposal would broadly accord with this requirement, although it is noted that some gaps between plots do fall slightly short of this guidance. An example of this is the distance between plot 81 and plots 78 and 79, which would measure approximately 16-19m. However, given that there would be an oblique angle between plot 81 to plot 79, on balance this is considered acceptable. Officers are therefore satisfied that all gardens would have adequate depth and minimise overlooking of private garden areas.
- 7.44 All habitable rooms would be served by windows and would have outlook. Although not entirely linear, the layout allows for broadly similar building lines, this would ensure that all habitable windows would receive adequate light and the relationship between dwellings is such that there would not be any overbearing impacts on adjoining plots.
- 7.45 In order to safeguard the privacy of the future occupiers it is considered reasonable to impose a condition on plots 42, 56, 68, 84, 85, 160, 165, 175, 180, 3, 8, 16, 89, 41, 73, 87, 93, 108 to ensure that any first floor windows on elevations that could cause overlooking are installed with an adequate level of opacity and restricted opening.
- 7.46 The submitted noise report has been assessed by the Council's Environmental Health Officer, whom has commented that *'I'm satisfied with the noise criteria applied in the design, as well as the accuracy of the noise survey, modelling, and mitigation advice provided'*. Officers are satisfied that the proposed layout and design would minimise noise disturbance from London Road.
- 7.47 Therefore, the proposal is considered to have an appropriate scale, appearance and layout in terms of providing an acceptable standard of accommodation and amenity space. The proposal would therefore accord with Policy CS16 of the Havant Borough Local Plan (Core Strategy) March 2011 and Policy DM18 of the Havant Borough Local Plan (Allocations) 2014 in this regard. Further to this, the Council's Environmental Health Officer has confirmed that condition 16 of the outline permission can be

discharged.

(v) Impact upon residential amenity

- 7.48 Owing to the separation distances between the proposed dwellings and the existing dwellings along London Road, including Plant Farm Cottages, Officers are satisfied that there would be no material harm to the amenities of these neighbouring occupiers. Further to this, the closest dwelling of Phase 3B would be located 15m to the north of plot 1. As such, officers are satisfied that the layout and scale of the development would not result in an adverse impact upon neighbouring amenity. The proposal would therefore accord with Policy CS16 of the Havant Borough Local Plan (Core Strategy) March 2011 in this regard.

(vi) Impact on highway safety, impact on users of the PRoW, car parking provision and waste arrangements

Highway safety

- 7.49 HCC Highways have commented on the appropriateness of the proposed accesses, internal roads and pedestrian and cycle ways as part of this reserved matters application. During the course of the application additional information and amended plans have been submitted in response to the HCC Highway's comments. Extensive comments are set out in section 5 of this report. The County Highway Authority is now satisfied with the proposal. Whilst the comments note that the overall design of the internal layout continues to remain car dominant, the applicant has made some improvements to the sustainable connectivity of development parcel with the wider Berewood MDA development and a condition is recommended to secure wayfinding to direct cyclists to the connection onto Bridleway 15 and the Town Park.
- 7.50 The County Highway Authority has commented that the access roads would be narrow but the applicant has demonstrated that two cars can pass and therefore given the quantum of dwellings these are intended to serve, a reduced width is acceptable in this instance. The County Highway Authority is also satisfied that there is adequate accessibility for refuse vehicles and fire tender. Raised tables are provided throughout the internal road network to reduce vehicle speeds given the straight alignment of roads and visibility splays would be secured by planning condition.

Impact on the users of the PRoW

- 7.51 The access proposed would cross a currently unadopted Bridleway (BW15). It is noted that HCC Countryside and Access Team are seeking for the PRoW to be adopted prior to the occupation of development. However, the majority of the PRoW is outside the application site line but still falls within the planning controls of the wider MDA, and it is therefore not considered reasonable to restrict occupation of this particular phase. It is further understood that the bridleway is to be offered for adoption as part of the Phase 1 infrastructure s38. Therefore, upon signing of the s38, the bridleway will be adopted highway.
- 7.52 The proposal seeks a traditional table crossing arrangement where the PRoW crosses the proposed access road, this is in response to comments from HCC Highways. HCC Highways have commented *'Whilst bridleway users are required to give way to vehicle users, this is considered a more safe and suitable access arrangement given the design constraints in this location.'*
- 7.53 During the construction of the access road there could be disruption to the users of the PRoW. HCC Highways have advised officers that should the bridleway be adopted

through the S38 process at the time of access construction, the construction of the works can be fully accommodated within the S278 process. Should this not be the case in addition to S278 technical approval and agreement, the applicant will need to temporarily close and divert the bridleway during construction purposes for health and safety, and this would need to be agreed by Hampshire Countryside Services. Either process would ensure that the construction impacts on PRow users are minimised.

Parking provision

- 7.54 The Council's Parking SPD requires the provision of 384 private parking spaces for a development of this size as set out in the table below;

	SPD guidelines	Proposed dwelling numbers	Parking space requirement
1 bedroom	1	11	11
2 bedroom	2	52	104
3 bedroom	2	86	172
4 bedroom	3	36	108
	Total	185	384
	Visitor spaces based on total demand		76.8
	Visitor spaces based on dwelling numbers		37

- 7.55 The Council's Planning Policy Officer has commented; *'When compared to the proposed total of 439 spaces, including 37 visitor spaces there would be a slight overprovision of allocated parking spaces (+7) and under provision of visitor spaces (-37). Paragraph 4.15 of the Parking SPD indicates that with the exception of small residential developments visitor parking will normally need to be considered and incorporated within a planning proposal. On this basis, the development would not secure standards in accordance with the Parking SPD which would conflict with Policy DM13.'*
- 7.56 In calculating the demand for visitor parking provision, the Council's Parking Standards SPD requires an additional 20% of parking as visitor spaces. Officers acknowledge that the wording of the SPD is open to interpretation and if taken to mean 20% of the dwellings, as the applicant has interpreted it, the required visitor parking spaces would equate to 37 spaces. The applicant has provided a list of planning decisions that take this approach within Havant Borough and whilst a contrary view could be taken of the intention of the SPD, it would be unreasonable to require the higher figure due to the ambiguity in the guidance. The original plans submitted with the application would have complied with this lower figure of 37 spaces, however HCC Highways have required the removal of 3 visitor parking spaces to ensure appropriate visibility splays can be achieved. The applicant has removed these parking spaces from the plans and relocated two visitor spaces to the south of the site adjacent to a turning head; however unfortunately due to the constraints of the site there is no opportunity to relocate the third space. As such there are 36 visitor spaces now proposed. Officers are satisfied that the applicant has fully explored the options for relocating these parking spaces and therefore the short fall in visitor parking space would need to be considered in the planning balance. Given the ambiguity of the SPD and the sustainable location of the development it is considered on balance the proposed parking provision is acceptable. Visitor parking is distributed evenly across the proposed development.

- 7.57 When looking at the private parking provision across the site this would be in form of on plot, on-street bays and rows of parking. It is noted that there are several examples of triple parking spaces within the site, this is contrary to the guidance contained within the Council's Parking SPD. However, the applicant has demonstrated for some of these plots there is an overprovision of parking and the garage would not be counted as a parking space. This therefore leaves 20 plots with triple tandem parking (plots 1, 2, 3, 6, 176, 175, 174, 173, 164, 160, 159, 158, 157, 89, 90, 91, 75, 74 and 63), equating to 10.8% of dwellings. There is a risk of the triple tandem spaces not being utilised by occupiers. Overspill on-street parking along the cul-de-sacs is unlikely to cause significant harm to highways safety or adverse impact on the amenities of the area, however, overspill parking onto primary roads from plots 1, 2, 3, 6 and 176 could have more negative effects. The applicant has argued that this is reflective of Phase 3B, and has stated that the proposed percentage of triple tandem spaces '*is significantly less than the triple tandem parking provision approved within Phase 3b, which sits directly to the north of the Phase 8 development parcels and shares the same access road. For context, within Phase 3b, 46 plots feature triple tandem equating to 38% of the site's parking provision. I would draw your attention to Plots 87, 88, 102, 103, 113, 114, 115, 116, 121, 122 in Phase 3b, which border the Town Park spine road and have triple tandem parking. A similar arrangement is reflected in Plots 1, 2 and 3 of the Phase 8 development. This provides a continuation of the street scene approved within Phase 3b, which ensures continuity to the character of the street and responds to the Design Code requirements.*' Further to this HCC Highways have commented that whilst triple tandem parking can '*encourage errant parking on the highway which should be avoided... the tracking demonstrates that there are appropriate opportunities for servicing and emergency vehicles to pass within the internal road network.*'
- 7.58 Officers are satisfied the spaces and garages would meet the space standards set out in the Council's Parking SPD. The parking spaces for plots 28, 34, 131 and 132 (all affordable housing) would be disabled spaces. Each dwelling would have its own electrical vehicle charging point.
- 7.59 Secure cycle parking would be provided on plot either in the proposed garages or sheds in accordance with the Council's Parking SPD.

Waste arrangements

- 7.60 There would be adequate space for the storage of bins within the curtilages of the proposed dwellings. The application is also supported by waste freight tracking plans which show the development can be served by refuse vehicles even with on street parking. Officers are satisfied that all dwellings could be reasonably serviced to prevent excessive dragging distances of bins and bin collection points are shown on the proposed layout plan. The bin stores for the apartments would be appropriately located however amended plans are sought by planning condition to ensure appropriate door size and external appearance.
- 7.61 Having regards to the above officers are satisfied that the access, layout and scale of the development would ensure adequate accessibility, parking provision, waste arrangements and would not result in an adverse impact upon highway safety. The proposals would broadly accord with policies DM11, DM12 and DM13 of the Havant Borough Local Plan (Core Strategy) March 2011.

(vii) Sustainability

- 7.62 The application seeks to discharge condition 3 of APP/10/00828, which requires all reserved matters to be in substantial accordance with the approved Sustainability and Energy Statements. The Council's Climate Change Coordinator has commented that the submitted Energy Strategy Statement (ESS) report concludes that the proposal would result in a carbon reduction of 4.54% over the requirement of Part L1 Building Regulations. This would be achieved through Solar PV, Waste Water Heat Recovery and a Fabric First Approach. It is noted that the Council's Climate Change Officer has commented that opportunities to reduce carbon emission have not been fully maximised, however, they acknowledge that the proposal accords with the requirements of the original condition and exceeds the mitigation proposed under the original energy statement and therefore an objection at this stage cannot be substantiated.

(viii) Ecology

- 7.63 The Council's Ecologist has commented on the Ecological Mitigation Strategy prepared by Aspect Ecology and dated April 2025 and is satisfied that this provides sufficient detail to reassure the Local Planning Authority that ecological matters will be addressed appropriately in terms of timings and methods. A condition is recommended to ensure compliance with this document and the implementation of ecological enhancement measures such as bat and bird boxes and Hedgehog access features as shown on the ecological enhancements plan.
- 7.64 The proposal therefore conserves and enhances biodiversity. It is therefore considered that the proposed development accords with policies CS11, CS13 and CS16 of the Havant Borough Local Plan (Core Strategy) March 2011. Criterion (f) of condition 6 of APP/10/00828 can be discharged.

(ix) Impact on nature conservation sites and nutrient neutrality

- 7.65 The Council has conducted a Habitats Regulations Assessment (HRA), including Appropriate Assessment (AA), of the proposed development under Regulation 63 of the Conservation of Habitats and Species Regulations 2017. The Council's assessment as competent Authority under those regulations is included in the case file. The screening under Regulation 63(1)(a) found that there was likely to be a significant effect on several European Sites due to both the increase in recreation and the decrease in water quality that would be the result of the proposed development. A shadow HRA has been submitted with this reserved matters application.
- 7.66 The planning application was then subject to Appropriate Assessment under Regulation 63. The Council's Appropriate Assessment outlines that the HRA pursuant to the outline consent APP/10/00828 is explicit in setting out how the provision of Green Infrastructure within the development boundary will mitigate the use of coastal areas for recreational by future residents of the site.
- 7.67 In achieving a position where there are no net nutrient emissions into the Solent European Sites from this development involves the use of specific on-site avoidance measures as well as the use of a third party mitigation scheme. The Warnford Park Mitigation Scheme is proposed as mitigation for the development site, which seeks to reduce nitrogen emitted into the Solent European Sites from the River Meon. A Confirmation of Exchange has been provided to the Council and has been considered as part of the development's HRA/AA. The effect of this is to demonstrate that sufficient nutrient mitigation for the proposed development has been reserved subject

to the grant of planning permission. A Grampian condition is recommended to secure this mitigation.

- 7.68 It can therefore be concluded that there will be no adverse effect on the integrity of the designated sites. The Appropriate Assessment process requires Natural England to be consulted, the recommendation is therefore subject to No Objection being received from Natural England during the statutory consultation period. The proposal would also accord with policies DM23 and DM24 of the Havant Borough Local Plan (Allocations) 2014.

(x) Flood risk and drainage

- 7.69 The site is located within Flood Zone 1 and is outside any future flood zone. Condition 6 criterion (d) of planning permission APP/10/00828 requires the submission of details of the *'layout, depth and capacity of all foul sewers and surface drainage including SUDS and their means of disposal; and details of any other proposed ancillary drainage works/plant (e.g. pumping stations)'* prior to the commencement of development a reserved matters area. Further to this condition 18 requires approval of a surface water drainage scheme.
- 7.70 The Lead Local Flood Authority (LLFA) has been consulted on this and has commented that the drainage strategy is compliant with the outline application. Full comments will be provided on an update sheet prior to the planning committee.
- 7.71 Having regards to the above the proposal would accord with Policy CS15 of the Havant Borough Local Plan (Core Strategy) March 2011. Officers are satisfied that the proposed layout of the development would not prejudice the discharge of conditions 6(d) and 18 of APP/10/00828 and that surface water could be adequately drained subject to approval of the technical design.

(xi) Contaminated Land

- 7.72 This application seeks to discharge condition 7 of the outline permission (APP/10/00828). This condition requires a scheme to deal with the risks associated with contamination of that reserved matters area to be submitted to and approved by the Local Planning Authority. The Council's Environmental Health Officer has reviewed the submitted information and is satisfied there is negligible contaminated land risks on the site. Condition 7 of APP/10/00828 can therefore be discharged.

(xii) Community Infrastructure Levy and S106

- 7.73 The S106 pursuant to the outline permission (APP/10/00828) contains extensive obligations for the MDA development.
- 7.74 Havant Borough Council is responsible for ongoing monitoring of Third Party Nutrient Mitigation Schemes. When accepting mitigation from such schemes, the Council will need to seek a payment from the applicant to contribute towards these costs. The amount payable will be 1% of the total overall kilogramme (kg) purchase cost. Where this is calculated to be less than £100, a minimum fee of £100 will be payable. This would be secured through a unilateral undertaking.
- 7.75 This application is not CIL liable as the outline permission pre-dates the Council's adoption of the CIL schedule.

8 Conclusion

- 8.1 The site forms part of the Berewood Major Development Area (MDA) which benefits from an outline permission (APP/10/00828) for approximately 2,550 dwellings, a cross-boundary application with Winchester City Council. This application seeks the approval of the reserved matters for Phase 8 (Park View) of that permission, which are the access; appearance; landscaping; layout; and scale.
- 8.2 The proposal would provide an appropriate housing mix, including affordable housing provision, which would meet the requirements of the S106 pursuant to the outline permission. The proposed development would provide an acceptable standard of accommodation and amenity space. The internal access roads and paths would be acceptable on highway safety grounds and would allow permeability through the site and provide connections between the Town Park, the PRoW and London Road. On balance there is adequate parking provision and there are satisfactory waste arrangements.
- 8.3 The proposal would safeguard biodiversity and include ecological enhancements. The proposal would incorporate Solar PV, Waste Water Heat Recovery and a Fabric First Approach to achieve a carbon reduction of 4.54% over the requirement of Part L1 Building Regulations. Officers are also satisfied that the proposal would not result in adverse effect on the integrity of the designated sites, subject to receiving a no objection response from Natural England.
- 8.4 In conclusion, there are no adverse impacts that would significantly and demonstrably outweigh the benefits of the proposal. Furthermore, the proposal is considered to comply with the relevant policies of the development plan. The proposal is also in substantial accordance with the requirements of the Berewood Design Code, which is required by condition 4 of APP/10/00828. As such, the officer recommendation is that the reserved matters application be approved.
- 8.5 Furthermore conditions 3, 6, (ii) a),b),d),e),f),h),j), 7 and 16 of the outline permission (APP/10/00828) are recommended to be discharged. Further comments from the LLFA are expected prior to committee with regards to condition 18.

9 **RECOMMENDATION:**

That the Development Manager be authorised to **APPROVE RESERVED MATTERS** for application APP/24/00939 subject to:

- (A) No objection from Natural England being received within the statutory 21 day consultation period;
- (B) Completion of a Unilateral Undertaking to secure a financial contribution for the monitoring of the Third Party Nutrient Mitigation Scheme.
- (C) Agreement of pre-commencement conditions; and
- (D) The following conditions (subject to such changes and/or additions that the Development Manager considers necessary to impose prior to the issuing of the decision)
 - 1 The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Layout SOxxx-PD-001W

Coloured Site Layout SOxxx-PD-001U

Connectivity Plan SOxxx-PD-903

Means of Enclosure SOxxx-PD-060F

Site Landscaping SO141-LS-010g

Site Landscaping SO141-LS-011e

Site Landscaping SO141-LS-012f

Plot Landscaping Specification & Schedule SO141-LS-013d

House Type Pack Dated 14/04/2025

Surface Water Drainage – Over Sized Pipes V7 Dated 17/04/2025

Energy Statement – Berewood 8A V2 – March 2025

Refuse Plan SOxxx-SL-903D

Parking Plan SOxxx-PD-901H

Storey Height Plan SOxxx-PD-904B

Fassfern Elevations and Floor Plans (5 sheets) B70037.PL-(01-05)

Street Elevations BLOO230207-SE.01-P3

Arboricultural Impact Assessment Rev B

Noise Assessment 295A.RP.1.1

Ecological Mitigation Strategy 6898 EMS vf CK/BB/DS

Shadow HRA 1006898 Shadow HRA vf3/MM/DS

Statement of Conformity Dated December 2024

Solent Nutrient Budget Calculator

Sustainability Infographic

Affordable Housing Reserved Matters Strategy Dated December 2024

Highways Technical Note 4166/002/002

Supplementary Details for European Site Avoidance and Mitigation Checklist
Dated 02/12/2024

European Site Avoidance and Mitigation Checklist Dated 02/12/2024

CIL Form Dated 02/12/2024

Design Code Compliance Dated October 2024

Tree Constraints Plan

Ground Investigation Report (4 sheets) GE21512GIRMAR23

Havant Occupancy Calculator Dated 13/11/2024

Planning Statement

(includes Housing Mix Statement and Compliance with Approved Planning Documents) Dated November 2024

Acoustic Opportunities and Constraints Dated 05/11/2024

Junction, Forward & Pedestrian Visibility Splays 4166-002-001-P10

Bridleway Crossing - Levels, Kerbing & Details 4166-002-SK09-P04

Bridleway Crossing - Visibility Splays 4166-002-SK10-P08

Bridleway Crossing - Vehicle Tracking 4166-002-SK11-P05

Site Layout - Geometric Plan 4166-002-SK15-P05

Extent of Carriageway Adoption Plan 4166-002-SK16-P06

EV Car Charging Plan 4166-002-SK17-P04

Swept Path Analysis - Refuse Vehicle 4166-002-TK001-P09

Swept Path Analysis - Fire Tender 4166-002-TK002-P08

Swept Path Analysis - 4.6t Light Van / Large Car 4166-002-TK003-P04

Swept Path Analysis - Large Car / Large Car 4166-002-TK004-P03

Reason: - To ensure provision of a satisfactory development.

- 2 The development hereby permitted shall only be carried out in accordance with the Arboricultural Impact Appraisal and Preliminary Arboricultural Method Statement (Reference MB240801-01 Revision B and Drawing MB240801-01-02 Tree Protection Plan (revised) supplied by Arboe-Eco Consultancy) and British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations).

Reason: To ensure the continuity of amenity value afforded by the trees in question and in accordance with policies CS16 and DM8 of the Havant Borough Core Strategy (2011) and the National Planning Policy Framework.

- 3 There shall be no piling carried out on site unless a detailed methodology has been submitted to and approved in writing by the Local Planning Authority. The methodology should seek the least intrusive noise and vibration method of piling and shall detail proposed mitigation methods to be employed, to ensure minimal impact on the nearest residential receptors and minimise the risks to groundwater quality.

Reason: To safeguard the amenities of the locality and in the interests of safeguarding ground water quality and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 Prior to the occupation of any dwelling, the allocated vehicle and cycle parking spaces and any necessary turning spaces necessary for the safe access to that dwelling shall be constructed in accordance with the approved plans. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development and having due regard to policies DM13 and CS16 of the Havant Borough Core Strategy 2011 and the National Planning Policy Framework.

- 5 All the windows at or above 1st floor level in the eastern elevations of plots 42, 56 and 68, northern elevations of plots 84, 85, 160, 165, 175 and 180, southern elevations of plots 3, 8, 16 and 89 and western elevations of plots 41, 73, 87, 93 and 108 shall;
- i) consist of at least two lights divided horizontally with only the top light capable of being opened, and shall be maintained in that condition at all times;
 - ii) at all times be and remain glazed entirely with obscure glass, the particular type of which glass shall provide a degree of obscuration no less obscure than that which is provided by Pilkington's Texture Glass Obscuration Level 4.

Reason: In the interests of the amenities of the occupiers of nearby properties and having due regard to policy CS16 of the Havant Borough Core Strategy 2011 and the National Planning Policy Framework.

- 6 The development hereby permitted shall not commence unless the Council has received the Notice of Purchase in accordance with the legal agreement between the Council, South Downs National Park Authority and Andrew Sellick of Gawthorpe Estate dated 01/11/2023 in respect of the Credits Linked Land identified in the Nitrates Mitigation Proposals Pack.

Reason: To demonstrate that suitable mitigation has been secured in relation to the effect that nutrients from the development has on European protected sites

- 7 Notwithstanding the hereby approved details, no development shall commence above slab level until details of the proposed Solar PV shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the plot numbers, orientation, numbers and specification. The solar PV shall be installed prior to occupation of the plots specified and in accordance with the approved details.

Reason: In the interest of sustainability and policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 8 The approved lines of site splays on drawings SK10 Rev P08 and 001 Rev P10 shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway

Reason: In the interest of highway safety

- 9 Prior to the commencement of development details of the following items shall be submitted to, and agreed in writing by the Local Planning Authority in consultation with the Highway Authority:
- a. Street lighting design
 - b. Drainage strategy
 - c. Final ground levels plan
 - d. Final materials plan
 - e. Details regarding the buildouts and available carriageway width
 - f. Footway provision around the turning heads adjacent to plots 110/11 and 153.
 - g. A programme of works for the completion of the above matters
- Thereafter, the above matters shall be implemented in full accordance with the approved plans.

Reason: In the interests of highway safety and having regards to policies CS16, DM10, DM11 and DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework. This is a pre-commencement condition as it goes to the heart of the permission.

- 10 Prior to commencement of development a wayfinding strategy for the proposed cycle route shall be submitted to, and agreed in writing by the Local Planning Authority in consultation with the Highway Authority. The approved wayfinding strategy shall be implemented prior to final occupation of the development.

Reason: In the interest of providing realistic opportunities to increase the uptake of sustainable transport modes and having regards to policies CS16, DM11 and DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 11 Prior to commencement of development details of the Bridleway Crossing works as shown in principle in drawing SK09 Rev P04 shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: In the interest of Highway Safety and having regards to policies CS16 and DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 12 Prior to occupation of any development, the Bridleway Crossing shall be completed to the satisfaction of the Highway Authority. Confirmation of this shall be agreed in writing by the Local Planning Authority.

Reason: In the interest of Highway Safety and having regards to policies CS16 and DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy

Framework.

- 13 Notwithstanding the hereby approved details, no development shall commence above slab level 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 policy CS16 of the Havant Borough Core Strategy 2011 and the National Planning Policy Framework.

- 14 The development shall be carried out in accordance with the measures, conclusions and recommendations set out within the Ecological Mitigation Strategy (Aspect Ecology, April 2025). Thereafter, the compensation measures shall be permanently maintained and retained in accordance with the approved details.

Reason: To provide adequate mitigation and enhancement for protected species, having due regard to Policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 15 Notwithstanding the approved details, prior to the occupation of plots 38, 39, 40, 42, 43, 44, 45, 46, 47, 64, 65, 66, 85, 86, 69, 70, 71, 150, 151 and 152 details of the security of pathways to rear gardens in accordance with the Secured by Design guidelines, shall be submitted to and approved in writing, thereafter the measures will be implemented in accordance with the approved detail prior to the first occupation of these units.

Reason: In the interest of the amenities of the area and deterring crime, having regards to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Informatives:

1. Where Public Rights of Way are present close to or on application sites, applications must show these Rights of Way on relevant submitted plans and detail how they will be accommodated within the proposals.
2. Nothing connected with the development, or its future use, shall have an adverse effect on Public Rights of Way, which must always remain available for safe public use at all times.
3. Should the developer identify the need to temporarily close or adjust a PROW, they should follow the guidance on the Hampshire County Council website. Further information on the duties as land owner and/or developer, can be found at Landowners guide to public rights of way | Hampshire County Council (hants.gov.uk).

4. No vehicles (including builders' and contractors'), machinery, equipment, materials, spoil, scaffolding, or anything else associated with the works, use, or occupation of the development, shall be left on or near to a Public Right of Way as to cause obstruction, hindrance, or a hazard to the legitimate users. The public retain the right to use the public right of way at all times.

5. Granting of planning permission does not grant the applicant access rights to the site via the PROW network and separate consent is required.

6. All vehicles that would be legitimately accessing the site via a Public Right of Way should give way to public users, including (where appropriate) horse-riders, carriages, and cyclists, at all times. In cases with legitimate vehicular access a Construction Traffic Management Plan (CTMP) or similar should be submitted to, and approved by, Hampshire Countryside Service as Highway Authority prior to commencement, to ensure the protection of biodiversity and public safety.

7. There must be no surface alterations to a Public Right of Way without the consent of Hampshire County Council as Highway Authority. Planning permission under the Town and County Planning Act (1990) does not provide this and separate consent is required. To carry out any such works without this permission would constitute an offence under Section 131 of the Highways Act (1980).

8. No works to the surface of the Public Right of Way shall be carried out without prior approval of the Area Countryside Access Manager. Any damage caused to the surface of the Public Right of Way by construction traffic will be required to be restored to the satisfaction of the Area Countryside Access Manager on the completion of the build.

9. Your attention is drawn to the consultation responses provided by the Police Crime Prevention Team and Hampshire Fire & Rescue.

10. As the proposed internal road network and primary street is to be offered for adoption, the applicant should enter into the S38 process with the Highway Authority at the earliest opportunity to finalise the detailed design matters associated with condition 3 to ensure that the proposed development and detailed design is agreed and constructed in accordance with adoptable design standards prior to first occupation.

11. The applicant is reminded that they should not seek to discharge conditions associated with the s38 process until technical approval has been sought for such matters.

12. This decision only discharges Condition 6 of APP/10/00828 in part for this Phase and does not discharge Condition 6 (ii)

(i) Hard surfacing proposals including surfacing materials;

(k) The provision to be made for the storage and removal of refuse from the premises;

(l) The provision to be made for street lighting;

(m) The provision to be made for external lighting;

(n) The location, height and appearance of any chimney(s), flues and vents.

An application for the discharge of the remaining relevant parts of the condition should be submitted to and approved by the Local Planning Authority prior to the commencement of development. The bin stores would need to meet the requirements set out in the Environmental Service's consultation comments.

Appendices:

- (A) Outline Planning permission APP/10/00828
- (B) Phasing plan for APP/10/00828
- (C) Berewood Design Code - Section Two: Garden Suburb - design code (pages 38-50)
- (D) Site Layout Plan (SOXXX-PD-001W) with affordable housing shown
- (E) Coloured Site Layout Plan (SOXXX-SL-001U)
- (F) Parking Plan (SOXXX-PD-901H)
- (G) Street Scene Plans (BLOO230207-SE.01-P3)