

Case No: 10/02862/OUT / W19499/01(WCC) and APP/10/00828 (HBC).

Proposal Description: 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 healthcare, 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/cycleways, 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. (THIS APPLICATION MAY AFFECT THE SETTING OF A PUBLIC RIGHT OF WAY) *

Address: Newlands Phase 1 Hampshire Grainger development site, land west of London Road, Waterloooville

Parish, or Ward if within Winchester City: Southwick and Widley Parishes; Stakes, Waterloo and Purbrook Wards.

Applicants Name: West Of Waterloooville Developments Ltd

Case Officer: Mrs Jill Lee and Mrs Sally Smith.

Date Valid: 8 November 2010

Site Factors: County Heritage Site.

Recommendation: **PERMIT SUBJECT TO S106 AND CONDITIONS.**

General Comments

The purpose of this report is to inform Winchester City Council and Havant Borough Council of the planning issues relevant to the current application for development of the southern part of the West of Waterloooville Major Development Area by Grainger.

The site of the proposed development lies partly in Winchester City Council's area and partly in Havant Borough Council's area. In such a situation, legislation requires that the applicant must submit a separate application to each local planning authority for the part of the site which falls within that administrative area. The applicant has therefore submitted two identical applications one to each Council, each application shows the whole development site for clarity rather than just the land within that Council's area. It should be noted however that each Council can only determine the application which falls within its own administrative area.

For simplicity this report refers to "the application" in the singular, but this should be

read as a reference to the two separate applications, one to be determined by Winchester City Council and one to be determined by Havant Borough Council.

This application seeks to obtain outline planning permission for the southern part of the MDA and includes the “reserve site” which did not form part of the previous consent. The reserve site is entirely within Winchester District and identified in the adopted Winchester District Local Plan Review as a reserve area which might be required at some stage in the future to meet strategic housing needs. Due in part to the need to look beyond the plan period of the Local Plan and in part to ensure a cohesive and comprehensive approach to the development of the site as a whole the reserve has been included as a proposed strategic allocation in the Preferred Options draft of the emerging Winchester Core Strategy of the Local Development Framework. It is important to note that by now planning for the full 3,000 dwellings it is possible to ensure that the right level of social and physical infrastructure is secured, and that the full impact of the development can be properly assessed and effective mitigation measures put in place.

The application seeks outline consent for the whole site and detailed consent for phase 1 including infrastructure and service provision for phase 1.

The application is supported by an environmental statement, masterplan, design and access statement and design codes.

1. Site Description

1.1 The application site.

1.2 The application site is located within the West of Waterlooville Major Development Area (MDA) and forms the southern part, the northern part being developed by Taylor Wimpey with most homes on phase 1 being completed and the majority occupied. Consent has been granted for phase 2. The site now includes the reserve site and extends to an area of approximately 209 hectares whereas the previous consent excluded the reserve site and covered approximately 133 hectares. The majority of the site is within Winchester City Council.

1.3 The eastern boundary of the site is bounded by the A3 London Road beyond which is the built up area of Waterlooville. The northern boundary is marked by Brambles Farm Business Park and the remainder of the MDA which is being developed by Taylor Wimpey. The western boundary is open countryside which forms the gap between the application site and Denmead. The southern boundary of the site runs towards Purbrook Gardens and a point adjoining the Ladybridge Roundabout near Purbrook Heath Road.

1.4 The majority of the site comprises agricultural land with areas of ancient and other woodland and hedges forming the boundaries of fields. There are significant trees and areas of ecological importance within the site. Several protected species are also present on the site including dormice and great crested newts.

1.5 There are existing buildings at Plant Farm which include a grade II listed building, brick barns, a cow shed and several steel framed sheds which form the farmyard courtyard. The current access to the farm is off Milk Lane which is an un-surfaced single track.

- 1.6 The northern part of the site is open with the views across terminated by Brambles Business Park. There are high voltage overhead lines and associated pylons which run north south towards the western edge of the site. Two tributaries of the River Wallington cross the northern end of the site, Park Farm Stream is a natural water course and the other is a canalised watercourse and runs to the south of Brambles Business Park. It is intended to restore this watercourse as part of the application.
- 1.7 The site also contains an area of ancient woodland known as Plant Row which is a relatively narrow strip of woodland which runs north south down the centre of the site. The suburban area of Waterloo ville lies to the east.
- 1.8 The high point of the site is to the south of Plant Farm. To the south of this area the landscape becomes more wooded, including Newland Row, Marrelsmoor Row and Marrelsmoor Coppice. The woodlands enclose large arable fields. The village of Purbrook lies to the east.
- 1.9 To the south of the area around Purbrook Heath Road the landscape elements include woodland and small fields, the Rowans Hospice and Purbrook Heath Recreation Ground.
- 1.10 West of the application site and east of Newlands Land the landscape is agricultural with a number of woodlands including Alsfordmoor Coppice.
- 1.11 The St John's Conservation Area in Purbrook lies generally to the south east of the site but a small part of the site in the vicinity of the southern access road lies within the Conservation Area.
- 1.12 The proposed junction of the Southern Access Road with Ladybridge roundabout crosses a triangle of land that contains the present access to Marrelsmoor Gardens. That plot of land is grassed and contains trees subject to TPO 1844 (HBC). The northeast of this area, south of the disused garage is within St John's Conservation Area.

2. The area surrounding the site.

The site is located immediately west of Waterloo ville and is planned as an extension of the town. The built up area of Waterloo ville wraps around the site with the town centre immediately to the east and the Purbrook Local Centre to the south east. Brambles Business Park lies to the north east.

To the north west of the site lies further agricultural land in the ownership of Taylor Wimpey which forms the northern part of the MDA. On 30th November 2006 both councils resolved to grant outline planning permission to develop this land for 450 residential units, 24 live/work units, 7.1ha employment land including a household waste recycling centre, mixed use area including retail, food and drink, financial/professional and health, open space/recreational purposes and the construction of two accesses from the Hambledon Road. This development was granted subject to conditions and the execution of planning obligations. Phase 1 is nearing completion with planning consent granted on phase 2 (fronting the Hambledon Road).

The principal transport and public transport corridor within the vicinity of the site is the A3 London Road which abuts a substantial length of the site. This road links Waterloo ville

Town Centre to Portsmouth which lies to the south. This road is bordered on the west side by young trees planted in association with the introduction of the bus priority corridor.

The A3(M) is located to the east of Waterlooville, approximately 1.7km from the site. The B2150 Hambledon Road runs north west from Waterlooville Town Centre with Brambles Business Park to its south west with the application site south of this and Denmead village approximately 1.3km from the north west boundary of the site.

The M27 is approximately 5km to the south and Portsmouth City Centre approximately 11.5km to the south.

Relevant Planning History

The West of Waterlooville Major Development Area (MDA) is allocated as a strategic site in both the saved policies in Winchester District Local Plan Review and the adopted Havant Borough Core Strategy.

On the 1st March 2011 Havant Borough Council adopted its Core Strategy. This allocates a strategic site West of Waterlooville of 'approximately 3,000 dwellings, this is expected to be split between approximately 600 dwellings in the Havant Borough area and the remainder (2,400) in the Winchester District'.

The West of Waterlooville MDA is a long-standing strategic allocation, originating from the Hampshire County Structure Plan Review (2000) and carried forward into the PUSH strategy and subsequently the South East Plan. The allocation is for a 'baseline' of 2000 dwellings with a 'reserve' of a further 1000 dwellings identified if needed. In the Structure Plan the reserve sites were to be triggered to meet the overall Hampshire housing requirement and there was annual monitoring of the reserve sites. This ceased when the South East Plan replaced the Structure Plan and brought into effect new, higher housing targets.

The Winchester District Local Plan Review allocates the 2000 'baseline' MDA at West of Waterlooville (about 1400 within Winchester District) and identifies the maximum extent of the MDA which includes the additional 1000 'reserve'. Policy MDA.1 identifies the trigger for the release of the reserve as 'a compelling strategic justification for additional housing' and at the time this would have been identified through monitoring by the strategic planning authorities (Hampshire County Council, Portsmouth City Council and Southampton City Council).

Although the strategic context has changed with the Structure Plan being revoked the Local Plan policy remains as a 'saved' policy part of the adopted development plan for the area. Therefore, the principle of developing the reserve element of the MDA would be judged on the basis of whether there is 'a compelling strategic justification for additional housing'.

A list of planning applications relating to both Grainger and Taylor Wimpey is attached as appendix 1.

In 2009 the applicant undertook a technical review of the approved scheme which demonstrated that as a result of the economic downturn key elements such as location of phase 1, the primary school and other local services, and the infrastructure required to access this phase along with the consented housing mix rendered the development

unviable. The report concluded that there was a need to comprehensively re-phase and re-master plan the site, including the previously reserved land for an additional 1000 units. As a consequence, the applicant elected to prepare a revised scheme which is the subject of this application.

There is also an application to extend the time limit for implementing the approved scheme which is pending consideration at the present time.

Proposal

Two identical applications were submitted to Winchester City Council and Havant Borough Council on 8th November 2010.

Plans showing the following are attached in appendix 4

- Site plan with red line site and orange line, boundary between Winchester City Council area and Havant Borough Council area.
- Site plan with Phase 1 area outlined
- Land use strategy plan
- Density strategy plan
- Building height strategy plan
- Landscape strategy plan
- Street hierarchy strategy plan
- Character areas plan
- Phasing plan
- Town Park plan
- Phase 1 unit mix types
- Phase 1 plot layout
- Phase 1 street scenes.

The applications are hybrid applications which seek consent for the following;

Outline Application (supported by Environmental Statement, Masterplan, Design and Access statement and Design Codes).

Outline application for the development of approx 2550 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 healthcare, 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.

The matters for approval are accesses and masterplan. Whilst the Draft Design Codes were submitted for approval the Applicant has agreed to them being deferred to allow for further discussions to take place.

Full Planning Application for Phase 1 adjacent to the main access off Maurepas Way.

Full planning application for development of Phase 1 comprising 194 dwellings, internal roads, garages, driveways, pathways, boundary treatment, substation, pedestrian / cycleways, including to Maurepas Way, associated parking spaces, flood attenuation ponds, temporary play provision, associated amenity space and hard and soft landscape

works, and 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.

The application was made on behalf of Grainger Trust Plc by a consortium of consultants following several years of planning, design and consultation with the general public, statutory consultees, local authority officers and other key stakeholders and interest groups.

Supplementary information and amended plans.

Received on 1 March 2011.

- Layout plan showing the sensitive areas of PV panels.
- Response to comments from HCC Ecologist.
- Response to ATLAS detailed Phase 1 comments.
- Employment tables
- Reviewed residential travel plan
- Reviewed employment travel plan
- Additional plan showing the phasing of the Town Park
- Additional sections across the Crescent and Broad Street
- Large colour copy of figure 2 of the geotechnical report
- Further details regarding the geotechnical report
- Design code compliance schedule
- Amended plans to deal with Officer comments on scheme in respect of Phase 1
- Comprehensive response to comments received on Phase 1

Consultation responses. (Where changes have been made in response to consultation responses the details are set out in the comprehensive response document attached in appendix 3)

WINCHESTER CITY COUNCIL CONSULTATION RESPONSES.

Engineers: Drainage:

No objection to the application

- WCC, HBC, HCC, Southern Water and the Environment Agency have agreed a SUDS strategy
- There is an approved drainage strategy
- Documentation indicates the site can be adequately drained in a sustainable way without increasing the flow that exists in the River Wallington
- Onsite foul and surface water sewers should be adopted by Southern Water under Section 104 of water Industry Act 1991 and SuDS pass scrutiny of SuDS Approval Body

Engineers: Highways:

No objection to the application subject to conditions relating to: construction method statement, car park marking, car park use, cycle parking, details of highway design and construction, satisfactory construction standards

A number of comments were made to the developer and are addressed in Appendix 3

Environmental Health:

No objection to the application subject to conditions relating to: construction method statement (noise, dust suppression, no materials burnt on site)

Contamination – a number of comments were made to the developer and are addressed in Appendix 3

Strategic Planning:

West of Waterlooville is a key site within the current PUSH development strategy and the reserve element of it is allocated as a 'strategic site' within the adopted Havant Core Strategy and the emerging Winchester Core Strategy. Other options such as dispersing the PUSH housing provision around other settlements in the southern part of the District were considered and strongly rejected through consultation. Whilst the numbers PUSH consider appropriate may vary in the light of changing economic circumstances and the evolving planning regime, this strategy of seeking to concentrate greenfield development in a few larger developments is likely to remain the preferred approach.

Therefore, when considering the outline planning application, which includes the reserve land, the Councils will need to consider whether there is 'a compelling strategic justification for additional housing'. This will be determined by consideration of housing need, economic aspirations and other relevant factors. Grainger have made the case that the reserve element is needed to make the MDA as a whole a viable proposition in the current economic climate and these arguments will need to be taken into account. Furthermore given the level of long term housing need in the area it would make sound planning sense to plan for the MDA as a whole and prepare a comprehensive masterplan for the full 2,550 dwellings. It should also be remembered that outline consent has been granted for 2,000 dwellings (1,550 on the Granger part of the MDA) already.

The South East Plan, which until it is formally revoked is a part of the development plan for the area, requires Winchester to plan for 6,740 new dwelling during the plan period up to 2026. Consultation on the emerging Core Strategy shows that there is not an acceptable alternative strategy and that this figure could not therefore be achieved without including the reserve site. The housing requirements in the sub-regional strategy were agreed by all the PUSH authorities (as 'Option 1 figures') and were accepted after an Examination by the Secretary of State without further amendment.

The draft Winchester Core Strategy Preferred Options document seeks to identify sites to meet the current and future housing needs of the southern part of the district including those set out in the South East Plan, and consequently following consultation on options has identified the reserve site as part of a proposed strategic allocation. In response to the Government's subsequent attempt to revoke the South East Plan, the Council's Cabinet (Local Development Framework) Committee on the 22nd July 2010 resolved to 'continue the development strategy for the PUSH part of the District proposed in the Core Strategy Preferred Option, of meeting large scale housing requirements through strategic allocations in the South Hampshire Urban Areas spatial area (including West of Waterlooville and Whiteley)'. The City Council has therefore indicated its support for continuing to plan for the full MDA and is not seeking alternative means of making this level of provision through its recent 'Blueprint' consultation on housing provision.

Land availability is also a material consideration and PPS3 expects authorities to be able to demonstrate a 5 year supply of available housing land. Winchester City Council's Annual Monitoring Report shows there would be a shortfall of housing land in the next 5 years if the South East Plan's housing requirement for the PUSH part of the District is apportioned evenly across the Plan period. However, given the commitment to providing much of the housing in large development areas, there will not be an even apportionment and in practice development levels will be higher in the second part of the Plan period than the first. If the housing requirement is remodelled to reflect this, it is expected that a 5 year land supply can be achieved, but it will be important to maintain development levels at West of Waterlooville, with an overlap rather than a gap between the completion of the Taylor Wimpey development and the start of the Grainger phases. As Grainger consider the previously – permitted scheme to be no longer viable there is no prospect of it being built and it is therefore important in terms of maintaining a 5 year land supply that a viable replacement alternative development scheme is permitted so as to maintain the flow of housing completions.

On this basis, together with the requirement for viability, the benefits of planning comprehensively, and the broad support for this development, the Council considers that a 'compelling justification' exists for releasing the reserve site.

The key policy requirements for the site are:

- Integration (physical, economic and social) with Waterlooville and Purbrook
- Provision of a sustainable mixed use urban extension
- Provision of appropriate level and type of employment to reduce out commuting
- Adequate access for vehicles and pedestrians into and within the site
- The achievement of a high level of design and sustainable construction methods
- The provision of a range of housing at suitable density
- The provision of 40% affordable housing
- The safeguarding and beneficial use of Plant Farm (Grade II Listed Building)
- The provision of open space with links through the site to the countryside
- Provision of suitable sites for 2 primary schools, allotments and a cemetery
- Retention and enhancement of landscape and ecology
- Provision of a Sustainable Urban Drainage system and improvement of River Wallington
- Provision of a local centre

The current scheme meets all of these requirements. The only area where it does not entirely conform to the adopted Local Plan is in its contribution towards the requirement for 30 hectares of employment land on the MDA as a whole. The level of employment land has been reduced to take into account current demand for employment floorspace in the area, and the fact that a strategic site at Dunsbury Hill Farm has been allocated in the Havant Core Strategy, in line with the PUSH priorities for the sub-region, and a consequent down grading of the importance of the MDA for meeting wider employment needs. It is considered the current level of employment proposed on both the Grainger and Taylor Wimpey sites is adequate to meet the needs of the new community and discourage the need for out-commuting by non sustainable modes of transport.

The following vision for the development of the site was agreed in 2005 by the West of Waterlooville Forum, and represents the vision and aspirations of the local community, the two Councils and the developers. It has been central to the development of the current proposals:

- To create a sustainable urban extension to Waterlooville, integrated with Waterlooville town centre to the east and the rural environment to the west and forming the fourth quadrant of the town; delivering at least 2,000 dwellings, with employment provision, and associated physical and social infrastructure, and making provision for a further 1,000 dwellings and associated infrastructure to be held in reserve
- To enhance the vitality and viability of the Waterlooville town centre and help secure and deliver the economic regeneration objectives of the wider area
- To aspire to achieve the highest quality of urban design informed by ecological principles and create a new sustainable community with a strong sense of identity and belonging, which is safe and secure, is inclusive and which provides for the necessary social and economic needs of its residents to complement the wider area
- To facilitate active community engagement to create a place which is capable of adapting and changing to meet community needs over the next 15 years and beyond
- To create an exemplar development in all aspects of design and sustainability - in transport, construction, energy efficiency, environmental protection and enhancement, and urban drainage from which others can learn for the future and which the local authorities are proud to have facilitated and promoted.

The site of the West of Waterlooville MDA straddles two local authority boundaries, Winchester City Council and Havant Borough Council. The majority of the area however falls within Winchester City Council's area. As a consequence of this Winchester City Council has assumed a lead role in coordinating the planning process for the MDA in close partnership with Havant Borough Council.

Landscape:

No objection to the application

A number of comments were made to the developer and are addressed in Appendix 3

Trees:

No objection to the application

All trees on site are subject to an existing Tree Protection Order. There will be minimal removal of hedgerow and new planting in mitigation. The overall gain in hedgerow length will be approximately 7%.

Open Space:

No objection to the application

- The Newlands site area is 209ha

- The approximate area of open space is 102ha.
- Included in this calculation; in addition to the parks, woodland, Newlands Meadow, Community Nature Reserves etc. is the agricultural land (which would be significantly enhanced in terms of amenity and biodiversity) and the cemetery (which is intended to be accessible and biodiverse).

There has been considerable consultation with the LA's and the local community, this is a significant amount of open space relative to the whole site.

Economic Development:

No Objection to the application

- The application fits with the Winchester District Community Strategy aims of 'Encouraging a varied economy in the District'
- A plan for how construction workers will be involved in work related training programmes such as apprenticeships should be provided (in S106 agreement)

Environmental Protection

No Objection to the application

Waste Management

No Objection to the application

- Tracking and manoeuvrability of refuse vehicles reviewed by both LA Highway Engineers

Bin stores and pickup points reviewed by both LA Highway Engineers

Archaeology and Historic Environment:

No Objection to the application

- A number of comments were made to the developer and are addressed in Appendix 3
- Plant Farm will be added to Winchester's 'Buildings at Risk' register

Strategic Housing:

No objection to the application

The proposals will provide much needed affordable housing and is supported by both WCC and HBC Strategic Housing Teams. The mix proposed across the whole application site includes a range of affordable housing types and tenures, including a high proportion of family houses. In addition provision is made for extra-care affordable housing, something which is supported by the Strategic Housing Teams and HCC. This contributes towards the provision of housing to help develop a sustainable, mixed community. Phase 1 provides an appropriate mix of affordable housing which is well integrated with market housing.

The tenure mix of the affordable units has been reviewed as a result of recent changes in Government policy. These changes include the creation of a new Affordable Rent tenure. The new Affordable Rent is calculated at 80% of market rent levels which will be considerably higher than traditional social rented housing. The new regime is intended to use the higher rental income to replace capital subsidy from HCA grants which are longer likely for this site.

The Government's intention is to move from a capital (bricks and mortar) subsidy system to a revenue subsidy system funded from tenants rents. These changes have implications for the economics of development and thus the delivery of the affordable housing. The consequence of this policy change is that the applicants are proposing to provide three affordable housing types, as set out in the table below. These options will require clarification as to whether they meet the criteria required for affordable housing in terms of the affordability of the rent, the length of the tenancy and the length of time the homes will remain available to people in housing need, management and nomination arrangements.

In summary the proposal has moved from that proposed in the previous application as set out in the table below.

Approved Application	Current Proposal
50% Social Rent available in perpetuity economic viability assessment allows cascade reduction to a minimum of 25%.	<p>50% Social Rent available in perpetuity cascade allows reduction to a minimum of 25%.</p> <p>By agreement this may become Affordable Rent at 80% of market rent. The aim is to retain at least half of the units as Social Rent</p>
50% Intermediate e.g. shared ownership / equity share / sub-market rent; cascade allows increase to maximum 75%.	<p>50% Intermediate e.g. shared ownership / equity share / sub-market rent; cascade allows increase to maximum 75%.</p> <p>Of which:</p> <p>50% Intermediate e.g. shared ownership available in perpetuity</p> <p>50% Intermediate e.g. sub-market rented available for 25yrs</p>

This approach is considered acceptable in the light of new Government Policy. The precise mix will be determined for each phase and suitable delivery mechanisms and funding to agree the final tenure mix will be included in the S106 Obligation.

Urban Design:

Outline and masterplan – no objections. In general the layout for Phase 1 is well thought out and has gained Officer support.

The development in Phase 1 contains a mix of terraced, semi – detached tow bay narrow fronted and double fronted properties. These are consistent with the design guidance given in the draft design codes for the Newlands Heart.

The design has been inspired by development found locally in small Hampshire towns with a varied mix of buildings of different types and sizes grouped together around green spaces. The detailing on the buildings is traditional with porches, bay windows and other features. Chimneys are provided to the dwellings and they will function as flues for log burners or as ventilation intakes or exhausts. The entrance to the site is defined by a crescent of two and three storey dwellings that front the open space. To the south of the entrance is a square which forms the gateway into Broad Street. The square will incorporate landscaping and public seating.

Development is provided by blocks each of which is separated from the next by a shared surface mews lane. The blocks have active frontages with good permeability provided by the mews lanes. There are several small detached houses located at key points in the mews to give a safe, overlooked feel and avoid the area appearing as a parking court.

The variety of buildings, open spaces and streets will avoid monotony and help to create distinct character for the individual streets. Materials reflect those found locally and conform to the matrix in the draft design codes.

Key corners within Phase 1 at the ends of streets or by open spaces are reinforced by prominent buildings that are designed to turn the corner and provide a visual stop.

The construction of the dwellings has been designed to be simple with standard sized components which will help to reduce build costs and ensure consistency in the quality of the built form. The construction also allows for future adaptability with internal walls being non load bearing so capable of being taken out and first floor landings having enough space to provide stairs to allow for loft conversions.

All properties within Phase 1 have some defensible space between the front door and the street to allow for opening windows and the position of down pipes etc.

Parking is well integrated and generally hidden from public view, on street parking is set within a landscape framework.

Sizable areas of landscaped open space are proposed on the entrance to Phase 1 which when combined with tree planting gives scale and enclosure. The western edge of Phase 1 fronts another green corridor and the northern edge incorporates a small elliptical park. The southern edge of the development comprises some larger family houses with small front gardens and an avenue of trees.

The proposal will deliver a new paved cycle and pedestrian path through the Blue Star site to Maurepas Way. This path will be lit and the surrounding area landscaped to encourage pedestrian and cycle movement to and from Waterlooville town centre. This

remainder of the Blue Star site will be landscaped and managed maintained by the applicant until it comes forward for development.

The success of this scheme will depend on good quality materials and authentic detailing with no fakes or imitations. The architect has emphasised in the D&A statement that this will be the case.

Draft Design Codes – concern over some of the details as per ATLAS comments. Concern that the codes will not allow for sufficient variety over the site. The design codes are acceptable in relation to Phase 1 but overall need some further work. Recommend that a decision on the design codes be deferred at this stage to allow for further negotiations.

Conservation:

No Objection to the application

Ecology

An update on ecology will be provided as an addendum prior to committee.

HAVANT BOROUGH COUNCIL CONSULTATION RESPONSES:

Engineers Drainage:

No objection to the application

- No observations other than to recognise that drainage strategy accords with the previously agreed approach

Engineers Highways

No objection to the application subject to conditions relating to: construction method statement, car park marking, car park use, cycle parking, details of highway design and construction, satisfactory construction standards

A number of comments were made to the developer and are addressed in Appendix 3

Environmental Health:

- No objection to the application subject to a condition relating to: noise, dust suppression and waste management
- Comments made to developer regarding the Cemetery, Air Quality, the HP gas main, air quality and traffic assessment. Particular concern over air quality issues. These are addressed in Appendix 3
- No objection to the application subject to a condition relating to: Noise protection for proposed dwellings and gardens from London Road, 'Entrance Boulevard' and 'Main Street'. Protection for existing dwellings upon construction of the Southern Access Road

Landscape:

No objection to the application

A number of comments were made to the developer and are addressed in Appendix 3

Economic Development

- A number of comments were made to the developer, in particular office space, density rates and population/space ratios, these are addressed in Appendix 3
- Further comments on worker numbers, skills provision and broadband infrastructure have been addressed

Trees:

No objection to the application

All trees on site are subject to an existing Tree Preservation Order. There will be minimal removal of hedgerow and new planting in mitigation. The overall gain in hedgerow length will be approximately 7%.

Open Space:

No objection to the application

- Newlands site area is 209ha
- The approximate area of open space is 102ha.
- Included in this calculation; in addition to the parks, woodland, Newlands Meadow, Community Nature Reserves etc. is the agricultural land (which would be significantly enhanced in terms of amenity and biodiversity) and the cemetery (which is intended to be accessible and biodiverse).
- There has been considerable consultation with the LA's and the local community, this is a significant amount of open space relative to the whole site

Waste Management:

No objection to the application

- Tracking and manoeuvrability of refuse vehicles reviewed by both LA Highway Engineers
- Bin stores and pickup points reviewed by both LA Highway Engineers

Strategic Housing:

Joint response with WCC see above.

Urban Design:

Joint response with WCC see comments above.

HAMPSHIRE COUNTY COUNCIL CONSULTATION RESPONSES

Highways

Objection relating to the Highway Contribution

Good progress made on other S106 transport matters

- Bus contribution agreed
- Residential travel plan agreed
- Employment travel plan agreed

Matters on which agreement has not been reached are as follows;

- **The Highway Contribution** - necessary for deal with the development's impact at Hambledon Road/Sunnymead Drive, Hambledon Road/Milton Road/Elettra Avenue, Purbrook Way/Hulbert Road/ASDA Access, BRT mitigation at Southern Access Rbt, Milk Lane TOUCAN, wider infrastructure requirements around site as identified in adopted *Transport Contribution Policy* scheme list for HBC and WCC.
- **The Integration Contribution** - necessary to deliver an adequate integration scheme between MDA and Waterlooville Town Centre.
- **The Purbrook Way Corridor** - design of necessary improvement not yet agreed at Purbrook Way/Stakes Hill Roundabout, Purbrook Way/College Road Junction, A3(M) Purbrook Way Roundabouts. The proposed improvement and complex modelling by Grainger is being assessed by officers.

These matters are outstanding at the time of writing this report but negotiations are ongoing and progress is being made. It is anticipated that Members will be updated at Committee with the above issues resolved.

Countryside Planning

No objection

Having been in touch with the agents and consultants throughout the development of these proposals, we have no comment to offer other than support for all of the green infrastructure and open spaces proposed

Ecology

An update will be provided prior to committee.

STATUTORY CONSULTEES

Environment Agency

No objection subject to conditions relating to: Surface water drainage system, provision and management of the proposed River Wallington nature reserve, landscape management plan and detail of all proposed bridges

Informative recommended relating to section 109 of the Water Resources Act 1991 and

section 23 of the Land Drainage Act 1991

- The Environment Agency recommends the river restoration including the provision of 17ha of green infrastructure is secured through a Section 106 agreement which *could* incorporate the provision of Section 47 of the Southern Water Authority Act 1982 as amended by the Southern Water Authority Act 1988. This single document could then be signed in agreement with the applicant, LPA and the Environment Agency to ensure the deliverability of the scheme

Highways Agency

No objection subject to conditions relating to:

- The Highways Agency expects the Newlands S106 agreement to include the same A3(M) conditions as applied to the Old Park Farm Waterlooville site to ensure the A3(M) Junction 3 improvement is provided when necessary
- In line with the existing Old Park Farm conditions the A3(M) work should be carried out and completed to Completion Certificate Standard and to the satisfaction of the Secretary of State prior to occupation of more than 200 Newlands residential units or occupation of more than 400 units within the total MDA development (whichever is sooner)

Sport England

No objection subject to conditions relating to: siting and design of outdoor sports facilities

- Sport England confirms that the increased contribution towards indoor sport in the S106 agreement addresses the objection raised in their letter of 8th December 2010. Objection withdrawn.

Natural England

An update from Natural England will be provided at committee.

English Heritage

No response

OTHER CONSULTEES

East Hampshire Badger Group

No response

Hants and Isle of Wight Wildlife Trust

Defer to Natural England

Royal Society for the Protection of Birds

No response

Portsmouth City Council

No response

East Hampshire District Council

No response

Scottish and Southern Energy

No response

Southern Water

No objection to the application subject to conditions relating to: developer advising the local authorities (in consultation with Southern Water) measures to protect the public sewers prior to commencement of the development and construction shall not commence until proposed means of foul and surface water sewerage disposal have been submitted and approved

An informative: developer to enter into a formal agreement with Southern Water to provide necessary sewerage infrastructure to service this development

The Ramblers Association

No objection to the application

- A number of comments were made to the developer and are addressed in Appendix 3

Primary Care Trust

The PCT has requested an unquantified capital contribution towards the cost of additional GP capacity to service the development but based its response on a misunderstanding about the proposed site for the new health care provision. The requirement is that this site is made available free of charge by the developer as a location for new facilities for a GP practice provided that the benefit of that nil cost is obtained by the NHS as a public benefit rather than by the practice itself. The PCT assumed that it would be required to pay a commercial rate for the site either directly or through reimbursement. The provision of land free of charge is considered to be an appropriate contribution towards health care provision.

CABE

Summary

CABE welcomes the commitment to this long term plan to develop the land to the west of Waterlooville and recognises the collaborative approach with stakeholders.

Organisation

We are encouraged by the cluster of public functions around the local centre and the

inclusion of the primary school within this community group. It is commendable to include 40% affordable housing. The proposed reuse of the listed Plant Farm as a public house is positive and would activate this part of the development.

We are concerned both by the low density of development and the homogenous approach across the whole site; blocks of different forms could encourage varied building typologies and therefore add variety to the development. The overall character of the development still seems vague and undefined.

Connections

Connecting the development into its surroundings is important to ensure that it truly becomes an extension of Waterlooville and not an isolated settlement. We are pleased to see another new road connecting the scheme to the east, however, given the low density sprawling nature of the master plan, there is a danger that the residents of Newlands will be dependent on the use of cars. So, it is important that the design team also develop a strong network of pedestrian connections. We are disappointed to see strongly zoned areas of function within the proposal. Having freed the River Wallington from its former canalised condition, it is unfortunate to give it over to industry, which blocks community access. The river bank could be a valuable public amenity and ought to be treated as a desirable and accessible destination

Landscape

We are encouraged by the amount of open space being proposed and we welcome the variety of spaces to include allotments, community gardens and woodland. As Waterlooville expands, the inclusion of the Town Park will become a particularly important asset of the new urban fabric.

Sustainability

By virtue of the scale of the development and the timescales involved, there is an opportunity for this project to become an exemplar of sustainable housing development. The SUDS proposal is a very positive contribution.

Phase 1

Phase 1 of the master plan suggests a strong commitment to quality and there appears to be an intelligent working through of a coherent proposal. We are encouraged by the proposed parking strategy which rejects rear facing courts in favour of a combination of mews and through lanes, with garaging, on-drive parking and some on street provision. We commend the high aspirations for quality of design, robust detailing and strong community character, however the homogeneity, evident across the master plan, is also expressed within this particular phase. The houses on the main street appear to be of similar scale to the mews houses behind.

Future Phases

We applaud the close team work and shared commitment of client, designers and local authority to see this development through to its conclusion over the next two decades. It is also encouraging to hear the aspirations for quality and character proposed for the first phase, a similar commitment to quality, intelligent design and robust detailing should be maintained throughout the other phases. We suggest that a mechanism to help guarantee this quality might be a combination of a detailed design code, which conditioned further detailed planning applications and the establishment of a small, local

design review panel which could assess each further phase of development, until completion.

Public participation and community involvement:

A statement of community involvement has been submitted with the application and is in accordance with Winchester City Council's Statement of Community Involvement (adopted 2007) and Havant Borough Council's Statement of Community Involvement (adopted 2006).

This application has been subject of a similar public participation to the previous application and has been presented to the West of Waterlooville Forum and Waterlooville Community Boards. In addition four stakeholder workshops were held and two public open days.

1636 letters were sent to local residents and 17 site notices displayed.

Representations:

Denmead Parish Council:

No objection; welcomed the new design which they consider preferable to both the original application and the design of the Taylor Wimpey development within the MDA. Members had concerns over the re-routing of some of the rights of Way and would wish to see a link inserted, as originally proposed, from the north/south bridleway onto Sheepwash Lane in the interests of road safety.

Purbrook and Widley Area Residents Association.

Phase I:

- The appearance of the homes has much to recommend them resulting in a street scene that is inviting and of excellent design. Preferred to the Taylor Wimpey buildings along Hambledon Road.
- Garages and parking within own curtilage supported.
- Would wish the development to include 30% affordable homes. (40% was the commitment in the earlier consent and is the requirement for Winchester; Phase 1 is within Winchester's area.)
- Concern over anti social behaviour of residents in affordable flatted blocks. Therefore it is suggested that the flats should not be at the entrance or the balconies removed from the flats. (The location of the flats should be determined by design principles and not tenure; all residents should be afforded outdoor amenity space.)

Outline/Design Code:

- Welcome the amenity open space, energy saving measures and the inclusion for the southern access.
- Concern that buildings over 2.5 storeys included in the residential area north of Purbrook. (This can be reviewed when the Design Codes are amended)

- Concern over the doorstep play areas between Milk Lane and Purbrook Gardens as they might result in noise and disturbance. (The details of these can be reviewed when the Design Codes are amended)
- Concern that the opening of the Milk Lane access does not result in congestion and nuisance to residents of Purbrook and Widley.
- Doubts expressed that the 'integration' with Waterlooville may never happen as Maurepas Way is a huge barrier. People will still shop by car outside the area and walking and cycling to Waterlooville will not be popular unless a more attractive retail offering can be achieved.

Broad support for the reworking of the designs.

Waterlooville South Community Board:

Their Minutes state:

The following discussion included:

- confirmation that the 'road to nowhere' would provide the access to Phase 1
- Length of time that play facilities would be maintained by Grainger. Facilities would initially be maintained by Grainger but would be handed over to the local authority
- suggestion that pylons be placed underground. It was confirmed that if the main pylons would not be placed underground as it would be uneconomic to do so. However, those crossing the site would be placed underground and houses would not be close to the pylons
- play parks and concern that the small 'doorstep' play areas were very close to the A3 and it would be preferable to have a large play area north of Milk Lane. Grainger provide different types of play facilities. The 'doorstep' areas were low key and overlooked by houses. There would be pedestrian links to the A3 but there would also be a change in levels, tree and shrub planting and fencing separating the area from the A3
- cricket and concern that the two existing clubs (Purbrook and Waterlooville) could be adversely affected. Regarding sport provision Grainger had been advised that cricket was preferable and the ground would be suitable for southern division play
- food growing – formal allotments and informal community gardens would be provided.

Phase 1.

- School provision. Two areas had been identified for a 3 form entry and a two form entry school which would provide flexibility for HCC. It was confirmed that access for the first primary school would be provided and the school would be designed by HCC – this could take 3/4 years and was dependent upon the Education Authority. During the initial stages children would use existing facilities.
- Affordable housing would be provided throughout the proposed development which was predominately family housing. Taller buildings would be situated at key corners and the proposed development would include open areas. Different levels would provide additional interest. Pam Cooper understood that buildings would be no higher than 2½ storeys and that due to the road being lower on one side

proposals would not look right. It was agreed by Grainger that this would be considered. The Mews houses would comprise shared usage with no pavements. Pam Cooper was impressed that homes would provide doorways wide enough for wheelchairs and it was confirmed that homes were being designed with bathrooms downstairs which could provide future wet rooms.

- **Traffic.** Steve Jenkins, Hampshire Highways attended the meeting and confirmed that the wider outline planning application for 3000 houses was being considered including the impact on A3M junctions. This was being modeled in detail and it was likely that improvements would be required. Concern was expressed by those present that a single access would be insufficient. Steve Jenkins confirmed that access for Phase One would be solely from the existing roundabout. He confirmed that the proposed Grainger development had not had to take into account the proposed Sainsburys development but the proposed Sainsburys had to consider the proposed Grainger development and these were working hand in hand. It was confirmed that pedestrian access into Waterlooville from Phase One would be via a direct link to a toucan crossing into ASDA car park with a footway through to WACA. Concern was expressed that this would interrupt traffic flow on a main thoroughfare and it was believed that a bridge would be a better option.

Waterlooville North Community Board:

Their Minutes state:

The following discussion included:

- provision of the local centre. It was confirmed that recycling traffic would be kept away from the local centre although this had not yet been agreed in detail. The first phase was predominately family housing
- parking provision. Parking facilities would be in accordance with relevant parking standards. Garages would be provided with 3 spaces allocated to a 4 bedroom house. The Mews houses would comprise shared usage with no pavements
- the access road into Mill Lane would be part of Phase 2 and would provide access to the cemetery
- provision of community centre and concern that there were no community facilities for those residents already on site. A temporary facility would be provided as part of Section 106 Agreement. The use of a management company to manage the community facility/open spaces etc was being discussed and it was likely that an Estates Management Trust would be set up to inform and involve Councillors/residents etc. It was hoped that the whole area would knit together and not become two separate areas of Havant and Winchester
- traffic issues. Pam Cooper confirmed that she had met Steve Jenkins (HCC Highways Engineer) on site at Milk Lane as there was concern regarding the amount of traffic along the A3 through Purbrook. It was confirmed that Milk Lane would be widened for a crossing and lanes and bus lanes would be altered. It was considered very important that the southern access road was completed as soon as possible to prevent the use of Milk Lane becoming a habit
- affordable housing and the need for homes to be available to those who did not qualify for social housing. There was a short discussion regarding shared ownership and the possibility of renting before buying

Phase 1.

- **School provision.** Two areas had been identified for a 3 form entry and a two form

entry school which would provide flexibility for HCC. It was confirmed that access for the first primary school would be provided and the school would be designed by HCC – this could take 3 /4 years and was dependent upon the Education Authority. During the initial stages children would use existing facilities.

Christyne Court Residents Association

- Request that houses fronting London Road are set back a comparable distance to those on the opposite side; screening required from London Road; houses fronting London Road to be two storey only and of traditional design. (There will be vehicular access parallel to the London Road which will provide for set back; the existing screening will be retained; the dwellings should not exceed two and a half storeys which is the height of some of the existing dwellings along London Road).
- Request minimal disturbance to wildlife.
- Concern over traffic impact upon London Road between Waterlooville and Purbrook with respect to the further thousand dwellings particularly with regard to:
 - The amount of traffic on the road 7 days a week that has increased over the last 4 years.
 - That the width of the carriageway between Waterlooville and Purbrook village is a single lane in either direction.
 - That the improved access at Milk Lane is in close proximity to Mill Lane on the opposite side of London road.
 - Traffic gets halted in Purbrook village and tailbacks result at peak times when buses stop at the bus stops.
 - The addition of a further pedestrian crossing between Milk Lane and Purbrook village will add to the problem.

Letter of representation received from local residents:

One which endorses PAWRA's representations.

One from Forest End Surgery:

The new plans have substantially changed the phasing of the development so that the first phase now contains only residential units. The precise phasing of the health facility is not included in the plans at present, but I understand would be commenced at a significantly later date.

We certainly recognise the challenges inherent in this for Grainger with what is at present a solely residential first phase, but, nevertheless feel that early provision of adequate health care is essential to avoid substantial problems in provision of health care in the area due to over-loading.

Relevant Planning Policy:

The application site falls partly within the jurisdiction of Havant Borough Council (HBC) and partly within the jurisdiction of Winchester City Council (WCC). The current development plan context therefore comprises the following documents;

- National policies PPGs' and PPSs'
- The South East Plan 2009
- Saved policies of the Winchester District Local Plan 2006 Review.
- Havant Borough Council Core Strategy and the Saved Policies of the Havant Borough District Wide Local Plan 1996 - 2011.

A list of the relevant policies is attached in appendix 2.

Planning Considerations – OUTLINE APPLICATION and MASTERPLAN.

Principle of Development.

The principle of the development has been established through the Structure, Local Plan and Local Development Framework process and the relevant Local Plan policies have been saved and carried through into the Winchester Core Strategy Preferred Options & adopted Havant Core Strategy. The draft WCC Core Strategy currently contemplates bringing forward the reserve site enabling comprehensive planning of site (agreed by WCC LDF committee in July 2010). The Councils are also satisfied that the viability arguments put forward by the developers, the need to maintain an adequate housing supply and the need to plan for this new community comprehensively provide sufficient justification for granting permission for the 1000 units on the reserve site. The development of the site to include the reserve area is therefore acceptable in principle.

Another benefit of bringing forward the reserve site is that it has enabled the comprehensive planning of the whole remainder of the MDA within the control of Grainger. The site has been subject of a re master planning exercise and the location of land uses has changed from the previously permitted scheme.

The masterplan forms part of the outline application and sets out the strategies for the development of Newlands including the quantum, location and type of land use, the scale and form of development and overarching design criteria. The masterplan provides the framework from which the design codes and future phases of development will evolve.

The outline application is also supported by an Environmental Statement and Habitat Regulations Assessment. The outline application requests the details of the accesses only to be approved at this stage.

The strategies for development of Newlands including the amount, location and type of land use, the scale and form of development and overarching design criteria are set out in the masterplan and are then translated into detailed proposals in the design codes.

The masterplan sets out the key components of the Newlands development which are as follows;

- 40% affordable housing
- approximately 2550 residential units
- family housing
- land for 2 primary schools
- land for a health centre
- community centre
- land for a children's nursery
- land for an extra- care home
- leisure facilities
- new public house (intended for Plant Farm)
- new allotments and community gardens
- land for a cemetery
- employment land

- children's play areas
- public open space to include a new town park close to the London Road
- bus service
- woodland walks
- access to the countryside
- biodiverse green infrastructure
- River Wallington restoration
- Multi – functional SuDS network
- Sporting facilities
- Integration with Waterlooville.

The masterplan also explains the context of the site in terms of surrounding built development, existing built and natural features within and adjacent to the site, landscape and ecological context, movement context including the wider area, and identifies additional constraints such as pylons, overhead power lines and flood risk areas.

The outline planning application and supporting documents have been assessed to ensure that they will achieve high quality development. The main criteria upon which the outline application has been assessed are;

- The location and mix of land uses and the aim of creating a sustainable community
- Design and layout and connections between character areas, creating distinctive neighbourhoods and respecting the wider context.
- Protection of the natural or historic environment and the mitigation proposed to offset any potentially negative impacts.
- Highways, access and parking and public transport
- Physical, social and transport infrastructure including integration with the surrounding area.

Location and mix of land uses and creating a sustainable community.

Location and density of residential development and the local centre.

Planning Policy Statements 1 and 3 set out the Government's approach to planning for housing and mixed use development. PPS1 sets out the commitment to promote sustainable patterns of development and sets out the following aims for local authorities to consider when determining planning applications;

- Provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or by public transport rather than having to rely on access by car.
- Reduce the need to travel and encourage accessible public transport provision to secure more sustainable patterns of transport development.
- Promote the more efficient use of land through higher density mixed use development and the use of suitably located previously developed land and buildings.
- Enhance as well as protect biodiversity, natural habitats, the historic environment, landscape and townscape character.

The site has been planned as a sustainable urban extension to Waterlooville and so is considered to be in accordance with these objectives. The site is to be developed at an average density of 42 dwellings per hectare and nine distinct character areas or

neighbourhoods are proposed;

- **Newlands Heart** – a higher density mixed use area which incorporates the local centre, primary school, health and community facilities and a public square. The area also includes employment to the north and the main entrance from Maurepas Way into the site.
- **London Road Park Quarter** – This area is wholly residential and benefits from surrounding existing woodland, the proposed parkland and open spaces.
- **Village Quarter** – this is a residential area adjacent to the rural edge.
- **Parklands Quarter** – this area is adjacent to parkland and will be provided in the style of farm clusters as existing at Plant Farm.
- **Woodlands Quarter** – This is a residential area set against the backdrop of Plant Row, Barnfield Row and Newlands Row areas of woodland.
- **Employment Hub** – This provides the largest portion of employment and relates to the existing employment areas at Brambles Farm industrial estate, and the employment areas within the Taylor Wimpey site on the northern part of the MDA.
- **Town Park** – this provides a new high quality town park to the London Road and also the second access to the site via Milk Lane.
- **Countryside Edge** - This is a landscape character area including new greenways, woodland planting, SuDS and areas of local agriculture.
- **River Wallington** – this east west corridor will contain the restored river and greenway links which run from Waterlooville Town Centre to the east through to the open countryside to the west.

It is considered that the character areas will respond to the constraints and opportunities of the site and a series of development blocks will be located on a system of streets and lanes. The higher density development will be located adjacent to the main entrance in the mixed use area containing the local centre.

In terms of built form the masterplan illustrates the overarching block structure for the development and the general distribution of activities. It explains the key points of connection, key spaces and the general principles for the development of Newlands. The pattern of development blocks provides the basic structure of the masterplan. Perimeter blocks are preferred where active frontages define the public realm. The use of blocks seeks to create a structure for long term sustainable use. The standard development block is the perimeter block which creates development with a continuous public face to the street ensuring private areas for gardens or servicing are contained within the core of the block.

The masterplan contains a building height strategy which requires buildings to relate to the width of street that they address and create focal points where appropriate. Buildings should relate to their neighbours. The masterplan suggests areas where taller buildings would be appropriate and also where local landmarks could be provided. There is also recognition that commercial buildings will be of greater scale than domestic.

The density strategy in the masterplan also gives guidance as to where on the site it might be appropriate to have higher or lower than average densities. For example it would be appropriate to respect the countryside edge to the west of the site with lower density development but to have high density development in the vicinity of the local centre to help define the sense of arrival.

The site has many areas of landscape and ecological importance and the masterplan

identifies these areas and proposals to enhance and extend them where appropriate. Easy access will be provided to green infrastructure on the site including allotment, informal and formal play provision and cricket pitch. A new cemetery is also proposed. These facilities will also be easily accessible to existing residents of Waterloooville.

New community facilities and services will be located to optimise access for new and existing residents and good connections will be provided to both Purbrook and Waterloooville. The heart of the new community will be highly visible and located at the meeting point of the north south and east west Main Streets. The centre will be located within the Newlands Heart character area and will include retail, a school, extra care home, community building and land for healthcare. The local centre will be close to the higher density development along the main access into the site from Maurepas Way and will also be easily accessible to existing residents in Waterloooville.

This is in accordance with sustainable development principles of providing facilities and services where they can be easily accessed by both existing and proposed new communities without having to rely on the car to reach them.

The mix of dwelling sizes and tenures.

The proposed development comprises 2550 dwellings which will include 40% affordable housing.

The mix proposed across the whole application site includes a range of affordable housing types and tenures, including a high proportion of family houses. In addition provision is made for extra-care affordable housing. This contributes towards the provision of housing to help develop a sustainable, mixed community.

The tenure mix of the affordable units has been reviewed as a result of recent changes in Government policy. These changes include the creation of a new Affordable Rent tenure (at 80% of market rent levels, higher than traditional social rented housing), to compensate for the significant reduction in public funds available to subsidise affordable housing, and also an indication that public subsidy will not normally be available for sites such as the application site. The precise mix will be determined on each phase and suitable delivery mechanisms and approaches to agree final tenure mix will be included in the planning obligations.

The location and type of employment land.

The development plan policies for the site set out a requirement to provide 30 hectares of employment land which would fall within Use Classes B1, B2 and B8. The employment land will be provided by way of an extension to the existing Brambles Farm Industrial Estate as well as there being opportunities for small scale business uses elsewhere on the site for example in the vicinity of Plant Farm. The level of employment in this new application still follows the same principles in terms of location but the full 30 hectare requirement has not been met as it has been necessary to adjust this level down to take account of the current demand for employment floorspace in the area and the fact that a strategic site at Dunsbury Hill Farm has been allocated in the Havant Core Strategy in line with the PUSH priorities for the sub region and a consequent down grading of the importance of the MDA for meeting wider employment needs. In terms of sustainable development issues it is considered that the currently proposed level of employment on both Grainger and Taylor Wimpey sites is adequate to meet the needs of the new community and discourage the need for out commuting by non sustainable modes of

transport.

The location of open space and green infrastructure.

The green infrastructure and open space strategies seek to provide the broadest range of high quality green spaces and other environmental features. The green infrastructure needs to provide ecological benefits as well as quality of life benefits for the new residents. One of the fundamental principles in establishing the nature and extent of the green infrastructure is the need to ensure that the development avoids or where necessary adequately mitigates any potential impacts on internationally important sites for nature conservation. The green infrastructure strategy contained within the master plan is in accordance with PUSH's "Green Grid" policy and provides linkages that connect the development to the countryside beyond and in particular to the Forest of Bere. The development would therefore be set within an extensive network of green spaces ensuring the new landscape is permeable for wildlife and can be readily traversed by pedestrians and cyclists. The green infrastructure strategy shares the following objectives with the wider PUSH area;

- Seek to maximise multifunctional uses of open space and natural spaces for a range of benefits relating to biodiversity, climate change, the production of food, fibre and fuel, economic investment and activity, health, landscape, recreation and well being.
- Promote connectivity of all types of green space at a range of scales.
- Provide a key element of the sub regions mitigation strategy in relation to the Habitats Regulations.

The main sporting facilities and Town Park and public house will be located around the listed farmhouse at Plant Farm. It is likely that some of the buildings will be converted or new ones built in a farm yard style and will be utilised for employment use.

There is a formal play strategy for the site which includes;

- Formal playing pitches for football and cricket.
- Dedicated formal tennis courts
- Dedicated formal areas for play
- Multi use sports area and a multi use games area
- Neighbourhood equipped areas for play including linear spaces for trim trails.
- Local equipped areas for play
- Local areas of play and doorstep play areas
- Informal open space for informal play.
- A skateboard park
- A youth shelter

The green infrastructure and open space strategy has been developed as a key element of the masterplan. The existing natural features, hedges, trees and woodland will be retained to provide a structure for the development and provide for improved access to the countryside and open spaces for both existing and new residents.

The open space will be managed to enhance biodiversity and to mitigate and adverse impacts on nature conservation caused by the development. The overall open space

framework will include a range of landscape spaces which range from formal squares such as that adjacent to the main access into phase 1 to informal rural areas and areas where nature conservation will be the primary function. Some open spaces will incorporate informal or formal play spaces with a range of natural play features. The SuDS have also been designed to provide opportunities for informal play.

The more formal sport and play facilities will be provided at the new Town Park on the high point of the site adjacent to the London Road. The facilities here will include a cricket pitch with changing facilities, a multi use playing area, the possibility of new football pitches, a multi use games area, a skateboard area and a youth shelter.

The S106 will also secure contributions to spend on local facilities such as the playing fields at Purbrook Heath to the south of the MDA. In addition to the open space, play and sports facilities it is also intended to provide land for a cemetery and new allotments and community growing areas.

Access to local facilities and public transport.

The success of the MDA will rely on its integration as a sustainable extension to Waterloooville and also having a well balanced and permeable layout within the site which emphasises sustainable forms of transport by giving pedestrians, cyclists and buses higher priority than cars. The basis of development is on walkable neighbourhoods concept with basic facilities and services within walking distance from most dwellings. There are also opportunities for home working which could reduce the amount of commuters leaving the site for employment on a daily basis.

There is also emphasis on bus transport with a rerouted service running through the site. Bus stops will be at 400m intervals creating a 5 minute walk distance from all homes. Within the site there is a comprehensive and attractive network of footpaths and cycle ways to encourage people to use more sustainable forms of transport. Integration with Waterloooville is of particular importance with Maurepas Way forming one of the main pedestrian and cycles routes to the existing town centre. New footpaths and cycle ways will be created along the east west link along side the restored River Wallington and this will in turn provide access for existing residents of Waterloooville to the countryside to the west of the MDA.

Circular routes have been proposed to provide facilities for dog walkers in particular to avoid the necessity to visit sensitive local sites which could be adversely affected by increased recreational disturbance. There is also a new bridleway running north south which would connect Purbrook Heath Road to the countryside north of the MDA.

It is considered that the easy access to local facilities and improved access to the countryside and recreational facilities will reduce the need for residents to travel to enjoy the countryside and will contribute to sustainable development.

Other sustainable development principles.

The proposed development will also incorporate SuDS systems for drainage and will use them as landscape features as well as opportunities for informal play.

The River Wallington will also be restored as part of the proposals and this will enhance its attractiveness as well as increasing its wildlife potential.

CO2 emissions will be reduced from 25% to zero carbon for buildings with at least 10% achieved through renewable energy technologies.

All homes will achieve as a minimum Code for Sustainable Homes Level 3 with later phases achieving higher. All homes in phase 1 will be built to Code Level 4. Non residential buildings will achieve a minimum BRE Environmental Assessment Method “Very Good” Rating. This complies with The South East Plan policy NRM11.

Newlands will exceed the timeline for CO2 reduction identified within UK Building Regulations (BR) Part L. Private domestic units will achieve a 44% reduction in CO2 emissions and affordable domestic units will follow requirements from the Homes and Communities Agency (HCA) for a 44% reduction. The development will follow the UK Government energy hierarchy in the design and delivery of CO2 emissions reductions. At a principled level this means buildings will include passive design measures that consider building orientation for solar gain in the winter months, and efficient levels of fabric and air tightness. Where possible efficient systems will be included such as mechanical ventilation and heat recovery (MVHR) and low energy lighting and appliances. Renewable energy technologies will contribute to these targets. To support energy efficiency and CO2 reduction through behaviour change, energy display monitors will be installed in all the dwellings.

It is considered that the aim of creating a sustainable community will be achieved through the measures set out in the outline application and supporting documents.

Design and layout and connections between character areas, creating distinctive neighbourhoods and respecting the wider context.

The allocation of the MDA has provided the opportunity to create a new community which sets a high standard of urban design, engenders a strong sense of community, identity and which provides for the social and economic needs of its residents and the wider area. The application is supported by a design code document which contains a vision for the proposed new community and provides parameters for development at detailed stage. The design codes identifies that development will be carried out in 9 character areas and sets out the key design details common to each character area and deals with such matters as form, architecture, streets and parking.

The Draft Design Codes confirm the use of block principles for the development of the site and give a more detailed view of how the block structure will be implemented on the ground, how buildings should address the street and where parking and private amenity areas should be located.

The general advice in section 1 of the Draft Design Codes also deals with plot types, architectural design and proportion, design for utilities, landscape and public realm, design, street design principles, creating a low carbon place, and the provision of character areas.

Section 2 of the Draft Design Codes sets out the area codes giving detailed advice on how these distinct character areas could be developed and setting out criteria in table and advice on what “should” or “could” be provided. At the beginning of each character area there is a description of the character of the area and each chapter provides detailed information under the following headings;

- Role of the character area
- Identity

- Structure
- Activities (land use)
- Townscape qualities
- Built form densities, heights and scale
- Built form and relationship to streets hierarchy
- Landscape
- Detailed concepts (specific to each character area)

The Draft Design Code uses a series of statements within each of these key areas to establish the rationale behind the strategy for each character area and advise on what “should” be provided and then what “could” be provided to allow for additional scope. These statements are common to each character area.

The Draft Design Codes also use a series of tables which give detailed information according to street type and include;

- Rationale
- Building types
- Building line
- Density
- Activities
- Examples
- External wall materials
- Roof finish
- Colours.
- Surfacing materials
- Street trees
- Species
- Feature trees
- Street furniture
- Boundaries to public realm
- Boundaries to parks and green spaces.

The information is detailed and the Draft Design Codes have been tested to ensure that they would result in the implementation on the ground of the strategies in the master plan. ATLAS were asked to carry out a review of the codes and their findings are summarised later in this report under the heading “Draft Design Codes”. It is considered that the Draft Design Codes do contain a lot of useful guidance and information which will guide future development across the Newlands area. Many of the concepts are supported by Officers but there is some concern that some of the tables and matrices are quite detailed and rigid and might not allow for sufficient flexibility to provide variety over the site. The concept of creating distinctive neighbourhoods through the provision of character areas is supported and the Draft Design Codes will be amended to ensure that this is carried through to the detailed development on the ground. The concept of the character areas will respect the wider context of the site and each character area pays regard to the features of the particular area of the site to which it relates for example; woodland, existing urban areas or open space. The connections between the character areas have been carefully considered and include pedestrian, cycle and vehicular routes.

It is considered that the Draft Design Codes are successful in relation to design, connections and respecting the wider context and with some revisions to the matrices to ensure that variety over the site can be achieved then they can be approved with

confidence that they will deliver the vision and strategies in the masterplan.

Protection of the natural or historic environment and the mitigation proposed to offset any potentially negative impacts.

Flooding and drainage, pollution and ground water including contamination.

Planning Policy Statement 25 sets out the Governments approach towards major development and flood risk. The guidance applies the precautionary principle and adopts a sequential approach towards reducing flood risk. The avoidance of flood risk needs a strategic approach such as avoiding locating new development away from flood risk areas and minimising run off from new development that could cause flooding further down stream.

According to information from the Environment Agency part of the site lies within flood risk zones 2 and 3 where there is a risk of flooding. Most of the site is within zone 1 where there is a low probability of flooding. It is proposed to provide employment on the areas most at risk of flooding. In terms of the requirements of PPS25 the site is therefore suitable for development on the basis that inappropriate land use such as residential will not be sited within Flood Zones 2 and 3 where the risk of flooding is greatest.

As part of the development scheme it is proposed to restore the concrete section of the River Wallington and to replace it with a more natural river bank. This will also allow for floodwaters to be incorporated and reduce the impact of flooding downstream as well as improving the river in terms of its attractiveness for recreation and wildlife.

The site will be drained using Sustainable Drainage Systems (SuDS). The SuDS will include swales, wet and dry basins and lakes. The use of SuDS is supported in principle by the Environment Agency and the details will be set out in a S106 agreement.

The principal aims of the SuDS is to limit the hydrological impact of the development and provide opportunities for amenity and biodiversity. The SuDS system at Newlands will;

- Limit the rainfall run off rate of the development
- Limit the rainfall volume off the development
- Ensure a good water quality of rainfall runoff from the development.
- Provide opportunities for ecological enhancement, leisure and amenity.

The SuDS will be integrated into the landscape and will also provide opportunity for play.

The location of the proposed cemetery has been changed from the previous masterplan due to issues with ground water and is now proposed at the southern end of the site adjacent to the Rowans Hospice where the ground conditions are being investigated but are considered more acceptable.

Habitat Regulations Assessment.

Various information from the Environmental Statement is duplicated and expanded within the 'shadow' HRA screening report (Biodiversity by Design, November 2010). This document specifically seeks to address the requirements of the Habitats Regulations for the competent authority (WCC and HBC) to carry out an 'Appropriate Assessment' of any such project which, either alone or in combination, would be likely to have a significant effect on any European site. The document forms a shadow 'HRA screening', which is the first stage of the process, to establish whether the project is likely to have a significant

effect.

The HRA document, which has been produced to help inform the planning authorities' decision, concludes no likely significant effect resulting from the Newlands proposed development. WCC and HBC as competent authority must be satisfied that the project will not result in any likely significant effect on a European site and UE Associates have been retained to carry out an independent assessment of the information in order to ascertain whether further 'appropriate assessment' is required.

Appropriate Assessment summary:

Under the Habitats & Species Regulations 2010, it is required that a Local Planning Authority, as the competent authority, carries out a Habitats Regulations Assessment for any project that, either alone or in combination with other plans or projects, would be likely to have a significant effect on a European designated site (and is not directly connected with the management of the site for nature conservation). The first stage of this process is the assessment of Likely Significant Effects; if that assessment cannot definitively rule out any significant impacts, an Appropriate Assessment must then be completed.

In the case of the proposed development at West of Waterlooville there are no sites of European importance within the site but there are potential impacts pathways to European sites to the south, north, west and south west.

In accordance with the Habitats Regulations, consideration has been given to the likely significant effects of the development on European Designated Sites located further afield. In this instance, it is considered that the protected coastline and Butser Hill are located sufficiently distant from the site for the development not to have a significant effect in relation to recreational impacts or air quality both of which can be mitigated locally within the development site.

Through this screening process it is established that the proposed development, including the integral mitigation measures, is unlikely to have a significant effect on European Sites and there is no need for an Appropriate Assessment to be undertaken.

Members will be updated on the final response from Natural England.

The effect of the development on ecology.

An updated response will be provided prior to committee.

The effect of the development on listed buildings and conservation areas and archaeology.

When considering development that will affect buildings of historical interest attention must be paid to the desirability of preserving the character and identity of the building. Plant Farm is the only listed building on the site and is grade II listed. The development scheme proposes that this building and some of its associated and farm yard buildings be re used. It has been proposed that Plant Farm might be suitable for re use as a public house with some of the outbuildings being used for studio / workshops. There is no level of detail provided for this at the present time as this development would come forward in a later phase in the form of a reserved matters application. The building has been

comprehensively examined to ensure that it would be capable of conversion. The building being vacant has suffered from decay and this matter is being monitored by the Councils Conservation Officer who has identified that it could be put on the buildings at risk register. A separate grant of listed building consent will be required for alterations to the buildings when detailed proposals for new uses come forward. In principle the effect of the proposed development on listed buildings is therefore considered to be acceptable and the reuse of the buildings should help to secure their long term future.

A small part of the St John's Conservation Area is within the development site including Marrelswood Gardens and an area of trees and vegetation bordering London Road. Investigations undertaken into the potential impacts on the Conservation Area by the proposed development indicates that whilst there will be a significant impact it will not fundamentally harm the character and appearance of the Conservation Area as a whole because it is a small area and mitigation will be provided by way of additional tree planting to the north and north east to ensure the rural character is maintained.

The effect of the development on landscape and trees.

Section 9 of the Environmental Statement provides a detailed landscape and visual impact assessment of the proposed development to identify the extent of any potentially significant landscape and visual effects from the development. It is considered that the proposed development scheme is sensitive to the landscape in which it sits and has proposed the retention of existing landscape features that contribute to the character of the area and propose to further enhance these landscape features as well as providing new ones. The masterplan locates the new built form in the least sensitive areas and has sought to leave the most prominent areas undeveloped to form part of the open space for example the high point of the site which will form the new Town Park and be free of new built form. By taking this approach it has been possible to minimise the impact on long distance views of the landscape. In short term views the proposed development will have an impact on its surroundings including the open countryside but it is proposed to mitigate this impact at least in part by the provision of good quality landscaping.

The proposed development scheme also proposes a range of enhancements to improve the local landscape. The River Wallington is to be restored, the existing woodlands and hedgerows are to be retained and enhanced, meadows and wetlands will be created as part of the SuDS. There is also a new planting scheme which will be based on native and formal planted species with scope for forest scale trees within the development. Any trees of value within the site are to be retained and will be protected during construction to ensure their long term health and retention.

The impact of the proposed development on the landscape and trees is therefore considered to be acceptable.

Highways, access, parking and public transport.

The transport and highways implications of the development have been considered through a Transport Assessment submitted with the application. The County Council has dealt with highways matters in relation to the outline application and the City Council Highways Engineer has dealt with the detailed plans in respect of phase 1.

The County Council has been working with the developer and their transport consultant for over a year on the Newlands Transport Assessment. A large amount of the content has already been agreed but there are other areas where further work is required.

Access

Access is proposed in four locations:

Main Access (off Maurepas Way) - the main access is off a roundabout which has already been constructed as part of the previously consented scheme. A Section 278 Agreement has already been entered into to deliver these works. The operation of the access has been considered with the additional movements associated with the additional dwellings over the consented scheme.

This roundabout operates with capacity in both peak periods and works within capacity. The provision of a single carriageway link is supported, the design requires vehicles to merge to the single lane in a short length and this needs some further discussion. .

Southern Access - it is proposed to provide an access to the south of the site via an enlarged roundabout between London Road and Ladybridge Road. The access to Marrelswood Gardens will be replaced by a link road to the MDA and this link road will also provide access to Purbrook Heath Road. The proposals retain the existing lay-bys on the eastern side of London Road to the north and south of the junction and maintain access to the existing Penjar Avenue parking area that serves Purbrook Village. The proposed southern access has been considered in detail prior to the submission of the application. The principle is accepted subject to the cost of providing for the introduction of future Bus Priority Measures being secured in a Section 106 Agreement.

Milk Lane Access - It is proposed to provide an all moves priority junction with London Road in this location. The operation of this junction has been assessed using PICADY and has been predicted to operate within capacity in both peak periods. The developer will need to enter into a Section 278 Agreement to deliver the access. This access will only serve Phase 2 and Phase 1 and 3 will be served from the Main Access. Phase 4 will be served from the Southern Access Road.

This means that Milk Lane will only be used to access 246 dwellings before the Southern Access road is open. The trigger for the provision of the access will need to be secured in the Section 106 Agreement. As part of the consented scheme it was agreed that this access would be restricted to use by buses. A contribution will need to be paid toward bus infrastructure improvements to mitigate against the loss of this important piece of bus priority at Milk Lane. This change is considered acceptable now as it allows for better permeability through the site. The Transport Assessment identifies that the proposed access would incorporate a new Toucan Crossing. In pre application discussions the County Council had a number of issues with the location and form of a crossing proposed at this junction. It was suggested that the provision of the crossing could be dealt with by way of a contribution. This would enable the County Council to deliver the most appropriate facilities based on the demand from the development.

Hampshire County Council have agreed that the Milk Lane Access will incorporate an Interchange and the details of this are not yet known but will include a high specification

bus stop, real time information technology, cycle parking and the area will be built using high quality materials. This will need to be secured in the Section 106 Agreement.

Northern Access - the northern access to the development will be completed as part of the Taylor Wimpey scheme with a link road between Old Park Farm and Newlands. The proposed signal junction has been assessed and has been predicted to operate within capacity in both the AM and PM peak period. The junction is currently being constructed.

Public Transport

The Public Transport Strategy for the development has been discussed at length by the County Council and the applicant. First and Stagecoach who are the principal local bus operators have also been approached as part of the discussions.

The Transport Assessment identifies that it is proposed to provide a shuttle bus to serve phase 1 and 2 of the development. The shuttle service would be the only service that would enter the site until the occupation of 441 dwellings. It is then proposed to divert the current X42 Service into the site to provide a link to Portsmouth and the South Downs College. It is also proposed to provide a cross-Borough link to Havant. This bus service will need to be provided for by way of a contribution to be secured in a Section 106 Agreement although actual provision is outside the direct control of the County Council and lies with the bus provider.

Passenger Transport Infrastructure

It is proposed to provide high quality bus shelters with real time information to encourage travel by sustainable modes. A bus infrastructure brief has been prepared and will be secured in the Section 106 Agreement. '

Pedestrian and Cycle Connectivity

Key strategic links between the MDA and Waterlooville for pedestrians and cyclists have been identified and are shown on drawings submitted with the application. Off-site infrastructure is proposed to link the key on-site pedestrian and cycle infrastructure with Waterlooville. The Transport Assessment identifies the provision of:

- Signal Controlled crossing facilities on London Road near the Milk Lane access;
- A new toucan facility to the north of Purbrook Village as part of the safer route to schools;
- A toucan crossing on London Road at the southern access;
- A toucan crossing to supplement the existing crossing on London Road to the south of Forest End;
- A pedestrian/ cycle link across Maurepas Way.

An improved route is required to encourage residents of the development to travel to Crookhorn College and South Downs College. The improved route proposed is shown on plans and includes;

- A new Toucan Crossing on London Road;
- A length of footway on the eastern side of London Road converted to a 3 metre footway / cycleway;
- Signing of quiet route from Campbell Crescent to Elgar Walk;
- Footway converted to 3 metre footway / cycleway at the end of Elgar Walk and on

- western side of Stakes Hill Road leading to an upgraded Toucan Crossing;
- Footway on eastern side of Stakes Hil Road and northern side of Purbrook Way converted to 3 metre footway / cycleway;
- Signal controlled crossing on Purbrook Way as part of upgrading junction to signals;
- Footway on southern side of Purbrook Way converted to 3 metre footway/cycleway.

These works will need to be secured in the Section 106 Agreement and delivered by the developer by the 50th occupation. It is also agreed that prior to the 50th occupation the applicant will provide alternative transport to local schools. This will also be secured in the Section 106 Agreement.

Parking

The car parking strategy is contained in the masterplan and design codes. It allows for on plot parking, on street parking and parking in communal courts. All parking will be provided to Winchester City Council's adopted parking standards which are similar to those of Havant Borough Council.

The proposals are considered to be acceptable because of their ability to deliver satisfactory highway, access and parking arrangements and will provide adequate access to public transport.

Physical, social and transport infrastructure including integration with the surrounding area.

The provision of infrastructure, including highways improvements, open space, sports and community infrastructure has been calculated for the MDA as a whole. This is necessary because two separate development interests currently own the land covering the MDA. In respect of the Grainger land it is also likely that due to the size and number of phases other developers might be involved in the site in the future. It was therefore essential that the total social and physical infrastructure requirements were identified for the whole MDA and mechanisms put in place to ensure that it is provided at the appropriate time regardless of who is actually developing the site or the rate at which the different developers are building out their part of the MDA.

As a consequence of the approach of considering the needs of the MDA as a whole much of the infrastructure to serve the new community will be provided on the Grainger part of the site with Taylor Wimpey making a financial contribution towards the provision. The split of funding for the new infrastructure reflects the numbers of dwellings proposed on the Taylor Wimpey and Grainger land.

The infrastructure contributions to be sought from Grainger are set out in the recommendations of this report. Negotiations on the S106 contributions are ongoing and although the Heads of Terms are largely agreed, the levels of contributions and some of the triggers are still to be finalised. The infrastructure to be delivered through the S106 Agreement, should planning consent be granted fall into the following categories;

Transport including;

- Off site junction improvements
- Off site pedestrian crossings

- Off site traffic calming
- Safe routes to school
- Pedestrian and cycle link to Brambles Park
- Sustainable transport package

Open space, including;

- Sports provision
- Play provision
- Allotments
- Youth provision
- Access to the countryside

Cemetery

Education

Community facilities

Health facilities and pre school facilities.

Improvements to Hambledon Parade

Extension to WaterlooVille Leisure Centre

Percent for art

Employment / skills development

Mitigation scheme to protect and enhance biodiversity

Public access across the site

Affordable housing

Phasing of development

Management of the site and facilities

All contributions will be made through S106 agreements and will be subject to index linking provisions to ensure that the County and District Councils receive appropriate contributions as they are triggered. The timing for the provisions of this infrastructure will be set out in the S106 agreement and the phasing of all off site works and the triggers for their construction will also be set out in the S106 Agreement.

Integration

The MDA site is separated from WaterlooVille Town Centre by Maurepas Way which is a busy 40mph speed lit dual carriageway. A high quality and long term improvement in this location is required to properly link the Town Centre with the development and visa versa. A series of studies have been carried out and these have identified a range of possible Integration schemes which are discussed in the Transport Assessment. The integration scheme is solely needed to support the development of the Newlands site and other

smaller scale developments to the west of Maurepas Way. It is therefore reasonable to expect local development to substantially fund the scheme.

There are two aspects to the concerns expressed regarding the degree of integration proposed in the current scheme; one relates to the wider integration with the surrounding area and the other with the issue of the integration of the MDA with Waterlooville town centre.

The first issue relates to the vehicular and pedestrian/cycle links to the existing wider community. Under the previous outline scheme there are only three means of vehicular access into the site (including the access off of the Hambledon Road to serve the Taylor Wimpey site). This was as a result of the highway requirements and to prevent conflict with the A3 London Road bus priority route. It was felt that to increase the number of junctions along this route would slow down buses, and act against the fundamental objective of creating a quicker route for buses which encourages greater public transport usage. However, work has been undertaken with Hampshire County Council and it has been agreed to introduce a further vehicular access at Milk Lane which will help the integration with the existing road network and provide the required access to the cemetery. The Transport Assessment shows that use of this access by vehicular traffic likely to be very limited when compared to all other site accesses.

Furthermore it is not exactly clear how providing more vehicular routes into the site would encourage integration. In this respect the main aim of integration is to encourage the free flow of pedestrians and cyclists to and from the site. The site will be well served by a number of existing and new cycle and pedestrian crossings on the A3, which will encourage the new residents to use the facilities in the adjoining centres, and importantly to encourage the existing community to use the new facilities being provided within Newlands particularly the Town Park. That part of the Park adjacent to the A3 will be the first part to be provided and will therefore be of benefit to the existing community at an early stage.

On the issue of creating better links between the MDA and Waterlooville Town centre, currently there is a proposal to create an additional crossing for Maurepas Way, which links the MDA to the town centre via the Asda car park. Asda has given its agreement to creating the necessary link across their land, providing it does not lead to the loss of significant numbers of parking spaces. A sum of money will be identified in the S106 Agreement to provide the crossing. The crossing will be provided at an early stage so that the residents from Phase 1 can access the town centre via this crossing and a link across the Blue Star site which will be provided to an adoptable standard and include a landscaped margin. Phase 1 will also be linked for pedestrians into Forest End so that the southern end of the town centre may be easily accessed.

The scheme also proposed improved pedestrian and cycle links to Purbrook Village which should help to improve the vitality of this local centre.

However, in the long term the Maurepas Way crossing is not in itself considered sufficient to create a sufficiently strong link between the MDA and town centre in order to properly integrate the existing with the new. Therefore a study was undertaken by Roger Evans after the previous outline approval was given. However, in the current economic climate the proposals which involve the repositioning of ASDA are not ones that the Company wish to pursue at this point in time. A long term solution is essential and Hampshire County Council is investigating a whole range of options including environmental

enhancements and a reduction in the width of Maurepas Way. There is not a preferred option at present but work is to be progressed alongside wider work in the Town Centre and with adjoining landowners. Both commitment on the part of the local authorities and commercial stakeholders will be needed to contribute to wider urban redevelopment to achieve the necessary enhanced integration. This is therefore a long term aspiration and it will require a financial contribution and commitment by Grainger towards a high quality and long term Integration Scheme. These matters will be secured in the Section 106 Agreement.

Public art strategy.

The public art strategy aims to integrate art into the development and identifies spaces where new art installations could be appropriate. Promoting art is part of HBC and WCC aim of improving community wellbeing in the area. The public art to be commissioned for the site should be special, locally distinct and integrated into the public landscape, buildings and street junctions through features such as light installations and street furniture. There should be community involvement in the process of commissioning art.

Food growing strategy.

There will be a series of productive garden spaces across the site which will comprise;

- Formal allotment spaces
- A series of community gardens which will include local food growing, informal amenity and play
- Community orchards within key open spaces to help address the decline of formal orchards and the national biodiversity action plan requirements.

Lighting strategy.

The master plan defines the principal hierarchy and approach to lighting the public realm, streets and spaces. Lighting should be sensitive to its location and respect wildlife and countryside. Light pollution will be avoided by using fittings that enable horizontal light distribution to be cut off preventing upward sky pollution. Pedestrian safety and security will also be a principal consideration.

Implementation and phasing strategy.

The master plan has been created to be flexible and so should be able to adapt to changing requirements over time.

There is a phasing strategy which identifies how many houses are expected to be delivered in each phase and when key facilities and services are to be provided.

- Phase 1 - 194 dwellings and primary school.
- Phase 2 - 246 dwellings and cemetery site.
- Phase 3 – 418 dwellings
- Phase 4 – 48 dwellings
- Phase 5 – 356 dwellings
- Phase 6 – 164 dwellings, health centre, community centre, retails, leisure and extra care home.
- Phase 7 – 20 dwellings and public house (Plant Farm)
- Phase 8 – 192 dwellings
- Phase 9 – 251 dwellings

- Phase 10 = 189 dwellings
- Phase 11 – 218 dwellings
- Phase 12 – 110 dwellings and second primary school.
- Phase 13 – 114 dwellings
- E1 – 30 dwellings
- Phase E2 and E2 Employment 14.6hectares of B1 use.

Design codes.

A design code document has been submitted in support of the outline application for the site. The design code must be in compliance with the over arching master planning guidance contained within the master plan. The masterplan set out the vision and strategies for the development and the design code provides detailed design guidance for the delivery of the vision for each of the character areas for the Newlands development. The design codes are divided into three sections;

- Section 1 – general design guidelines
- Section 2 – area codes
- Section 3 monitoring and review.

Section 1.

This sets out the key design details common to each character area and deals with such matters as form, architecture, streets and parking. The relationship between the design codes and the master plan is set out. The design codes confirm the use of block principles for the development of the site. The design code gives a more detailed view of how the block structure will be implemented on the ground, how buildings should address the street and where parking and private amenity areas should be located. The aim of the block development is to provide safe, attractive and overlooked streets. The general advice in section 1 of the design codes also deals with plot types, architectural design and proportion, design for utilities, landscape and public realm design, street design principles, creating a low carbon place, and the provision of character areas.

The ideal of creating a series of character areas is to achieve a strong sense of place and provide legibility. There are a series of 9 character areas which are as follows;

- Newlands Heart – a higher density mixed use area which incorporates the local centre, primary school, health and community facilities and a public square. The area also includes employment to the north and the main entrance from Maurepas Way into the site.
- London Road Park Quarter – This area is wholly residential and benefits from surrounding existing woodland, the proposed parkland and open spaces.
- Village Quarter – this is a residential area adjacent to the rural edge.
- Parklands Quarter – this area is adjacent to parkland and will be provided in the style of farm clusters as existing at Plant Farm.
- Woodlands Quarter – This is a residential area set against the backdrop of Plant Row, Barnfield Row and Newlands Row areas of woodland.
- Employment Hub – This provides the largest portion of employment and relates to the existing employment areas at Brambles Farm industrial estate, and the employment areas within the Taylor Wimpey site on the northern part of the MDA.
- Town Park – this provides a new high quality town park to the London Road and also the second access to the site via Milk Lane.
- Countryside Edge - This is a landscape character area including new greenways, woodland planting, SuDS and areas of local agriculture.

- River Wallington – this east west corridor will contain the restored river and greenway links which run from Waterloo Town Centre to the east through to the open countryside to the west.

Section 2.

Section 2 of the design codes sets out the area codes giving detailed advice on how these distinct areas can be developed and setting out criteria in table and advice on what “should” or “could” be provided. At the beginning of each character area there is a description of the character of the area and each chapter provides detailed information under the following headings;

- Role of the character area
- Identity
- Structure
- Activities (land use)
- Townscape qualities
- Built form densities, heights and scale
- Built form and relationship to streets hierarchy
- Landscape
- Detailed concepts (specific to each character area)

The design code uses a series of statements within each of these key areas to establish the rationale behind the strategy for each character area and advise on what “should” be provided and then what “could” be provided to allow for additional scope. These statements are common to each character area.

The design codes also use a series of tables which give detailed information according to street type and include;

- Rationale
- Building types
- Building line
- Density
- Activities
- Examples
- External wall materials
- Roof finish
- Colours.
- Surfacing materials
- Street trees
- Species
- Feature trees
- Street furniture
- Boundaries to public realm
- Boundaries to parks and green spaces.

The information is detailed and in order to test the design codes and ensure that they would result in the implementation on the ground of the strategies in the master plan ATLAS were asked to carry out a review of the codes. Their brief was as follows;

- identify the risks and consider in particular how the plan responds to its wider context and the Councils’ vision for the site
- consider their effectiveness in ensuring a sense of continuity throughout each

development phase and the creation of a unique sense of place, giving Newlands a distinct and recognisable character

- Test its ability to allow for and encourage a variety of design responses which do not preclude variety in form of layout or architectural style.

ATLAS made a view on the design codes which Officers generally agree with;

“In ATLAS view the Code makes a positive contribution to achieving design quality, particularly some of the illustrations, but the detailed criteria for buildings set out in the general design guidance may be constraining and difficult to implement, potentially resulting in a uniformity across the site. The code could however provide more detail on public realm as establishing character of Newlands, and setting out more clearly how consistency of identity across the whole site will be balanced with variety in the public realm and landscape treatment to help orientate visitors and respond to the landscape context. We are not convinced a good balance between variety and consistency has been achieved.

We also feel that the opportunity to maximise the distinctiveness in character between areas should be taken more pro-actively.

The code successfully defines good urban design principles and provides a sound analysis of architectural design and proportion. Some diagrams and illustrations in particular are strong points of reference for this. However the document is long and overly wordy such that important points may be lost. It would be helpful to draw out the instructions within the code, perhaps using bold text.

The code should be actively promoting rather than simply allowing flexibility for diverse character across the site. The distinction between the block structure, form, massing and materials choice across the character areas is minimal. Opportunities for eg one-off or self build homes could be actively encouraged in some areas, and for much higher density and really low density/ massing in some limited locations. There is a danger of very bland design if basic coding criteria are implemented without the skills of a good designer”.

ATLAS also had concerns over some of the details contained in the design codes and whether or not these would allow for variety over the site. These comments echo criticisms of the design code that had been made by Officers of WCC and HBC during the pre application discussions. It is therefore being recommended that the decision on approving the design codes is deferred at this time to allow further negotiations to take place and the developer time to respond to the criticisms of the design code. The design code in relation to phase 1 is considered to be acceptable as it has resulted in a detailed scheme for phase 1 which fully reflects the aims and strategies of the master plan and therefore this part of the design code is unlikely to be changed and phase 1 will therefore be in compliance with the amended design code when it is submitted. It is therefore recommended that the submission of a revised design code document be conditioned at this stage.

Planning Considerations FULL APPLICATION PHASE 1 and INFRASTRUCTURE.

Principle of development and conformity with the design codes.

The full application for phase 1 is part of the Newlands heart character area. It is located to the north east of the Grainger part of the MDA closest to the existing roundabout off Maurepas Way. This phase is purely residential with no mixed use and provides the initial link off the main access into the site as well as access to the school site which will

be provided by Hampshire County Council and infrastructure associated with the phase 1 development.

ADAM architecture has been instructed to provide the detailed design for the first phase. The phase 1 development must conform to the master plan and the design codes and a statement of conformity has been submitted to this effect.

Phase 1 meets the unit mix and affordable housing mix and has redesigned the entrance to the site to take on board comments made by CABE. The key objectives for phase 1 were;

- to redefine the site boundary to include the site entrance and areas adjacent to it.
- To create a new Main Street in the form of a tree lined street with an entrance green area.
- To redesign the inner roundabout to enhance pedestrian priority, reduce traffic speeds and incorporate shared space.
- To increase the linear green space to form a dominant landscape setting and focus point for phase 1.
- To realign the main street and provide a defined edge to the new residential development.

The main east west street which forms part of phase 1 has to form a key linear space that has a strong sense of identity and connects the arrival for the community from Waterlooville to the central mixed use square. Phase 1 has been designed to create a socially, economically and environmentally sustainable community with a specific identity in line with the principles set out in the masterplan.

A varied mix and tenure of houses is proposed to encourage a wide range of residents, creating a community with diversity. The buildings will be energy efficient and sustainable infrastructure has been designed to meet the green targets. The dwellings will be designed to meet Code Level 4.

Pedestrian integration with Waterlooville Town Centre will be provided via a temporary footpath link over the Blue Star land which lies between the MDA boundary and Maurepas Way.

Land use, density and building heights.

Phase 1 is purely residential and so has no mixed use and only a single land use. This is in accordance with the design codes in respect of this phase. The density of Newlands Heart is higher than other areas being the main entrance into the MDA. The density for phase 1 is 42 dwellings per hectare which is considered to be acceptable in this location and accords with the design codes.

There will be a mix of building heights in phase 1 and three storey houses have been included to create a sense of enclosure and place. The scale of buildings also relate sympathetically to the existing development in Waterlooville which ranges from 1 to 3 storeys.

Different roof pitches, materials and eaves heights give variety and interest to the skyline. The building heights for phase 1 are in accordance with the master plan strategy and the design codes.

Built Form, Architecture and Urban Design.

The development in phase 1 makes reference to local vernacular building forms and uses high quality traditional building materials to bring a locally familiar character to the development.

The design has been inspired by development found locally in small Hampshire towns with a varied mix of buildings of different types and sizes grouped together around green spaces. The detailing on the buildings is traditional with porches, bay windows and other features. Chimneys are provided to the dwellings and they will function as flues for log burners or as ventilation intakes or exhausts. The entrance to the site is defined by a crescent of two and three storey dwellings that front the open space. To the south of the entrance is a square which forms the gateway into Broad Street. The square will incorporate landscaping and public seating.

Development is provided by blocks each of which is separated from the next by a shared surface mews lane. There are several small detached houses located at key points in the mews to give a safe, overlooked feel and avoid the area appearing as a conventional parking court.

The western edge of phase 1 fronts another green corridor and the northern edge incorporates a small elliptical park. The southern edge of the development comprises some larger family houses with small front gardens and an avenue of trees.

All properties within phase 1 have some defensible space between the front door and the street to allow for opening windows, position of down pipes etc.

Key corners within phase 1 at the ends of streets or by open spaces are reinforced by prominent buildings that are designed to turn the corner and provide a visual stop.

The development in phase 1 contains a mix of terraced, semi – detached two bay narrow fronted and double fronted properties, detached houses and flats. These are consistent with the design guidance given in the design codes for the Newlands Heart.

Parking is well integrated and generally hidden from public view in rear mews parking or within plots in garages the exception being street parking which is set within a landscape framework.

The variety of buildings, open spaces and streets will avoid monotony and help to create distinct character for the individual streets. Materials reflect those found locally and conform to the matrix in the design codes. The buildings will incorporate brick, render, plain clay tiles or slate.

The construction of the dwellings has been designed to be simple with standard sized components which will help to reduce build costs and ensure consistency in the quality of the built form.

The construction of the dwellings allows for future adaptability with internal walls being non load bearing so capable of being taken out and first floor landings having enough space to provide stairs to allow for loft conversions.

In general it is considered the layout for phase 1 is well thought out and has gained Officer support. The blocks have active frontages with good permeability provided by the mews lanes.

Sizeable areas of landscaped open space are proposed on the entrance to phase 1 which when combined with tree planting gives an appropriate sense of scale and enclosure.

The success of this scheme will depend on good quality materials and authentic detailing with no fakes or imitations. The architect has emphasised in the D&A statement that this will be the case.

Movement and legibility.

The movement strategy for phase 1 has focused on creating a clear pattern of streets with easy accessibility which accord with the master plan and design codes. Varied hierarchies of pedestrian friendly streets that encourage low vehicle speeds and that are permeable and legible making it easy to find your way around, have been incorporated in phase 1. The main street is Broad Street which creates a spine off which other roads connect. Pedestrians have been given the highest priority in terms of movement through the development with cars having the lowest priority. The streets and open spaces create a network that provides links to the wider area and will connect into future phases.

Development mix and Affordable housing.

All units within phase 1 are residential and provide a variety of housing types. There will be a total number of 194 dwellings provided on phase 1. of this total 138 will be family homes with a range of 2 – 5 bedrooms. There will be 55 1 and 2 bedroom flats. Phase 1 will deliver 40% affordable housing with half of these being shared ownership and half rented. The schedule of accommodation will be as follows;

- 14no two bedroom houses
- 24no three bedroom houses
- 2no four bedroom houses.
- 10no one bedroom flats
- 27no two bedroom flats.

All 37 affordable flats will achieve the lifetime homes standard.

This mix is considered to be acceptable as it reflects local need for family homes and provides some larger units of affordable accommodation which again is meeting an identified need.

The general mix for Phase 1 is considered to be appropriate as it provides a good variety of accommodation both in terms of size (number of bedrooms ranges from 1 – 5) and design (houses and flats).

Houses will have individual waste and 240lt recycling bins located within the rear gardens and flats will have communal bin stores with 1,100lt eurobins for household waste and recycling.

Car Parking, highways, pedestrian and cycle routes.

Cycle routes are provided on both sides of Broad Street from the site entrance and a bus service is also proposed for this route.

The car parking strategy for phase 1 is in accordance with the master plan strategy and the design codes. It provides for on plot parking, on street parking and parking in communal courts. Secure undercover cycle parking is provided for all units either within the buildings or in garages or sheds. All parking is provided to the Winchester City Councils adopted parking standards ie: a three bedroom dwelling will have 2 spaces.

Infrastructure.

The infrastructure application provides the required connections to Phase 1 from the Maurepas Way roundabout and through to the school site to allow for its future construction by Hampshire County Council. It also proposes an area to the north of the development site to provide for the storage of soil from construction. The aim is to use this soil both as required during the build out and landscaping of the overall development. This will prevent the soil from being removed from the site and is a sustainable principle that should be supported.

Sustainability.

All dwellings will be designed to meet code level 4. The predominantly east west arrangement of buildings gives opportunities for solar gain and rooms within the houses have been arranged to make the best use of natural light with living rooms facing south. The principle of walkable neighbourhoods has been adopted for phase 1 in accordance with the movement strategy in the master plan and a new pedestrian access across Maurepas Way will provide walkable access to the facilities in Waterlooville Town Centre. Phase 1 will also be within walking distance of the new facilities to be provided in Newlands Heath when they are constructed. A sustainable urban drainage system will be provided to deal with treatment and disposal of surface water within phase 1. Although there is no employment within phase 1 there are opportunities for home working in nearly all of the dwellings.

The site will incorporate SuDS systems which will deal with drainage of the development in a sustainable manner. The SuDS will be incorporated into the landscape and open space where possible and will provide opportunities of improving amenity, provide areas for informal play and diverse planting which will promote ecological biodiversity.

The Newlands Phase 1 Energy Statement presents the outline strategy for Phase 1 to achieve the targets set out in the master plan including the overall emissions reductions.

Phase 1 will achieve a minimum reduction of 10% of CO₂ emissions through the inclusion of renewable energy technologies. The target has been set in terms of "CO₂ emissions reductions" rather than "energy provided" to support the UK Government's target to reduce CO₂ emissions by 80% by 2050.

Renewable energy technologies that could contribute to the 10% target at Phase 1 are:

- Solar Hot Water (SHW)
- Photovoltaics (PVs) – as panels, tiles or slates
- Log burners

The Phase 1 Energy Statement presents the strategy for the development to achieve this 10% target.

Private Housing within Phase 1 will be built to Code Level 4. The pre-assessment undertaken for the worst case private dwelling achieved Code Level 4 with a score of 72.23% (against a target of 68%).

Affordable Housing within Phase 1 will be built to meet the targets for funding from the HCA – currently this is Code Level 4. The pre assessment undertaken for the worst case affordable dwelling achieved Code Level 4 with a score of 72.23% (against a target of 68%).

Reduction of water demand at Newlands will be achieved by meeting the relevant water targets as identified in Code for Sustainable Homes – Water 1: levels 3 & 4 is 105 litres per person per day (l/p/d). This is 60 l/p/d more efficient than the current Hampshire average of 165 l/p/d and is 20 l/p/d more efficient than the 2010 Part G BR for water. These targets will be achieved through the inclusion of water efficient fixtures and fittings. External water usage will be reduced through the inclusion of water butts in gardens and communal areas. Also where possible the natural ponds formed by the SuDS will provide water for the surrounding landscape. Reduction of potable water usage will have an indirect impact on CO2 emissions due to the reduction in pumping and processing energy.

Photovoltaics (PVs) have been identified as a suitable renewable energy technology at Newlands as part of achieving the targeted CO2 emissions reductions. Within Phase 1 PV is currently proposed to provide renewable energy to all dwellings. This is not illustrated on elevations as detailed requirements will need to be calculated for each dwelling pre-construction and ensure that the aesthetics of the development are fully considered in choosing the location of any PV panels. This will be covered by condition.

Current calculations suggest that an average of 6 metres square of PV will be required on an average dwelling and for an average flat. Where panels are oriented with a reduced efficiency a larger PV area may be required. The rate at which technology is developing the developer may propose alternative technologies and methods in the future to meet the sustainability standards set out in this application and the design codes.

Green Infrastructure, landscaping, open space and ecology.

The provision of green infrastructure for phase 1 seeks to retain existing natural features and provide a strong east west and north south landscape structure and setting for the development and a landscape dominated arrival space. The landscape will have a multifunctional use with importance for biodiversity and ecology and will include SuDS.

Phase 1 will provide a strong network of landscape dominated streets and a high quality of public realm throughout. Phase 1 will provide informal areas for play with the formal areas being provided in future phases. It is proposed to provide a temporary green space on either side of the main entrance to the site until permanent play facilities are provided in future phases.

Hard landscaping details will include dexapave or similar for the main streets with bituminous surface pavements. Dexapave or similar will provide a block like appearance which is generally considered to be more attractive than traditional road finishes of black top but is substantial enough to take the wear and tear of large or heavy vehicles using the main roads. Block paving will be provided to the lanes and parking courts. Bollards will be stone or metal and timber and metal benches provided.

Conclusions.

Outline and masterplan:

The principle of a Major Development Area to the West of Waterlooville has already been established through the allocation of the site in the Adopted Hampshire County Structure Plan Review and the adopted Local Plans and Core Strategies. The saved Development Plan Policies have also been properly addressed, subject to compliance with the recommended planning conditions and the requirement for the completion of legal agreements based on the Heads of Terms as set out. Subject to discussions concluding positively on the Air Quality issue, the agreement of Natural England that an Appropriate Assessment is not required under the Habitat Regulations and the receipt of a positive recommendation from Hampshire County Council Highways, it is considered that there are no material considerations to outweigh the policy framework and that the outline proposal and masterplan are acceptable. Consultees and the general public have had an opportunity to make representations on the application.

The level of detail submitted by the applicant is considered to be sufficient for Members to determine the application and provides an appropriate level of detail to show that the development would provide a sustainable urban extension to Waterlooville. The submitted details and illustrative material and strategy plans show that a legible and accessible mixed-use urban extension can be achieved which contributes to the need for market and affordable housing in the Districts and provides sufficient infrastructure and safeguards the amenities of local residents. The development will provide jobs, shops, informal leisure opportunities and community facilities and a cemetery. It also includes a layout and starting point for design codes, detailed building and landscape design and ecological measures that will promote a sense of place and distinctive living environment for new and existing residents. The proposal would appear to be well integrated into the existing fabric of Waterlooville. It would not prejudice the viability and vitality of the town centre of Waterlooville and should not damage the commercial function of other shopping centres in the local area.

The applicant is expected to enter into a range of planning obligations that form an essential element of the acceptability of the scheme. These are necessary to ensure the proposal is consistent with the statutory planning policy framework and that a holistic approach is taken towards the development.

Draft Design Code:

In order to provide for future discussion to meet the criticisms raised by ATLAS which are endorsed by officers it is considered that the decision on the Draft Design Codes be deferred at this point to allow negotiations to continue and that the submission of revised Design Codes be conditioned.

Phase 1 and Infrastructure:

The detail of the Phase 1 area is considered to provide a high quality sustainable residential environment of suitable density, height, scale and built form which incorporates an appropriate level of provision and approach to parking together with a high quality public realm that includes SUDs and open spaces. The movement links will connect well at vehicular and pedestrian levels to the adjacent areas and a pedestrian/cycleway link to Maurepas Way and the town centre is to be achieved across the Blue Star site. The infrastructure proposed provides the required connections to Phase 1 and to the school site to allow for its future construction. It is also considered a sustainable proposal to provide for the retention of soil upon site so that it may be used as required during the build out and landscaping of the overall development rather than being removed from the site.

Planning Obligations/Agreements

In seeking the planning obligation(s) and/or financial contributions for the following the Local Planning Authority has had regard to the tests laid down in Circular 05/2005 which requires the obligations to be necessary; relevant to planning; directly related to the proposed development; fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects.

HEADS OF TERMS

The figures quoted below represent the current state of negotiations, and are liable to change. However they do give a reasonable picture of the level of developer contributions being sought for the Newlands development. It should be noted that in many cases there will be no actual financial contribution as the developers will be providing the relevant item of infrastructure themselves to a specification to be agreed by the local authorities.

Delegated authority is sought in the Recommendations for officers to finalise negotiations and enter into appropriate legal agreements.

Infrastructure for which a financial contribution or works is being sought

Transport

Off site junction and highway improvements works carried out Grainger;

- Stakes Road/Stakes Hill Road/Purbrook Way /Crookhorn Lane roundabout, including widening of Purbrook Way to College Road
- College Road/Purbrook Way
- Purbrook Way/A3(M) Junction 4 Off Slip through Purbrook Way/A3(M) Junction On Slip to Hulbert Road/Purbrook Way/ASDA Hypermarket access roundabout
- Safe routes to Crookhorn School and South Downs College

Total Cost; £2,400,000

The following Highway Authority (HCC) junctions have been identified as requiring improvement to accommodate the additional traffic predicted to be generated by Newlands and the Highway Authority will be taking a contribution equivalent to the cost of the improvements:

- London Road/Hulbert Road roundabout
- Hulbert Road/Purbrook Way/ASDA Hypermarket access roundabout
- Integration of the development with the Town Centre

- Off site works/traffic calming
- Total costs; £2,660,000

Passenger transport services and infrastructure;

- Including improved services
- Improved shelter with real time information

Total contribution; £1,406,000

Sports Provision

- Enhanced football facilities
- Artificial Turf Pitch (off site)
- Purbrook Heath sports fields

Total contribution; £204,000

Education

Financial contribution towards the provision of a two new primary school

Total contribution; £11,411,954

Community development officer

Total contribution; £350,000

Extension to the Waterlooville leisure centre

Total contribution; £1,211,250

Percentage for Art

Total contribution; £500,000

Employment skills development

Either on site training administered by the developers; or a financial contribution

Total contribution; £255,000

Access to the countryside

Total contribution; £81,069

London Road

Contribution towards upgrading London Road at Purbrook

Total contribution: £50,000

Household Waste Recycling Centre

Total contribution; £96,000

Implementation Officer

Total contribution; £ To be agreed

Infrastructure being provided by the developer; for which no direct financial contribution is currently being sought

Additional Transport

Off site junction improvements;

- 3 new pedestrian crossings
- New bridleway (plus possible commuted sum for maintenance)
- Green Travel Plan (Including free bus passes and a Car club)

Open Space

- A new Town Park
- Cricket pitch
- Multi-use sports facility, (including tennis and 5 a side football)
- Changing and storage facilities
- Multi use games area
- Youth shelter
- BMX/skateboard facilities
- Informal kick about area
- Locally Equipped Area of Play (LEAPS)
- Local play areas

Free serviced land for two new allotments together with water supply, a fence, gates a central roadway, pathways and hard standing.

Cemetery

- Free serviced land
- Associated parking (approx. 30 bays)
- Financial contribution towards on site investigations

Free serviced land for 2 two form entry primary school

Temporary community facility until the developer delivers the new Community centre

Other items covered in the S106 Agreement

40% Affordable housing

Serviced land for the delivery of health centre and nursery provision

Transport

- Construction of the main access junctions at Maurepas Way, Milk Lane and the Ladybridge roundabout.
- Off site diversions
- Construction traffic management
- Measures to ensure the timely completion of the link between the two parts of the MDA; to provide a continuous route from the Hambledon Road, to the southern access at the Ladybridge roundabout
- Routing and signage to the HWRC from Maurepas Way.

Open space

- Management of open space, with an appropriate commuted sum where it is offered for adoption
- Design and specification for the SUDs system; and future management arrangements
- Design and specification of the river restoration works
- Mitigation of environmental impacts; including measures to protect and enhance bio-diversity
- Public access across the site

- Phasing of the development and the provision of infrastructure
- Management of the site and facilities
- Survey and Mitigation Measures
- Air quality – a contribution subject to the outcome of negotiations.

The 1,000 units in the reserved land provide the following additional facilities and contribution:

- 400 additional affordable housing units
- 2nd primary school site and financial contribution for the construction
- A new allotment area
- Informal kick about area
- Contribution to Purbrook Heath Sports Pitch
- Contribution to London Road improvements at Purbrook
- Contribution towards the Integration of the development with the Town Centre
- Proportional increased contribution to the following:
 - Household waste recycling centre
 - Play Area provision
 - Community development worker
 - Percentage to Art
 - Extension to the Waterlooville leisure centre
 - Implementation Officer

Recommendation

That the Executive Head –Planning and Built Environment at Havant Borough Council be authorised to GRANT PERMISSION for application APP/10/00828 and the Head of Planning Management at Winchester City Council be authorised to GRANT PERMISSION for application 10/02882/OUT subject to:-

- The completion of legal agreements under Section 106 of the Town and Country Planning Act 1990 and other relevant legislation, incorporating the terms set out above in this report (subject to such changes as the Executive Head – Planning and Built Environment (Havant Borough Council) and the Head of Planning Management (Winchester City Council) may determine), such agreements to be to the satisfaction of the Head of Legal Services (Winchester City Council) and the Solicitor to the Council (Havant Borough Council)
- And conditions heads of which are listed below; (subject to detailed wording and such changes as the Head of Development and Technical Services (Havant Borough Council) and Head of Planning Management (Winchester City Council) may determine.)

(Note: If the Legal Agreement is not completed within 6 months then the application may be refused without further reference to Committee)

Conditions

Conditions Headings

A) Outline (excluding detailed Phase 1 hybrid element)*

General Development Control Conditions

- Application Timeframe (15 year)
- Requirements to submit following reserve matters application(s)

Design Code

- Submission and approval of updated Design Code post phase 1
- Design Code monitoring and review (specified period)

Phasing

- A programme of phasing for implementation of the whole development (excluding phase 1) will be submitted and approved by the LPA

Economic

- Retail
- Employment floorspace

Housing

- Affordable housing phased strategy
- Requirement for subsequent reserved matter applications to be substantially in accordance with the masterplan / parameter plans
- Reserved matters application requirements in terms of detailed plans that specify design, landscaping, layout etc
- External materials
- Subsequent compliance schedule to be submitted with any RMA to show compliance with Design Code

Highways

- Securing Junctions
- Footpaths and their temporary and/or permanent closure for each relevant phase

Construction

- Details of means of access, including the layout, construction and sight lines
- Method of Construction Statement to be submitted
- Submission of Site Investigation Report for each phase

Surface Water Drainage

- Details of surface water drainage/storage system for individual plots/phases (in accordance with the submitted Sustainable Drainage Strategy) supported by detailed calculations and implementation program
- A surface water drainage scheme for each phase

Foul Drainage

- On-site foul and surface water sewers should be adopted by Southern Water under Section 104 of Water Industry Act 1991, or the SAB under the Flood & Water Management Act
- Plans and particulars specifying the layout, depth and capacity of all foul and surface water drainage systems and sewers proposed

River Wallington

- Management
- Phasing
- Bridge /main river crossing

Noise

- Noise mitigation

Landscaping

- Detailed soft landscape scheme for all open parts of that phase not proposed to be hardsurfaced for subsequent reserve matters
- Open space to be provided in accordance with submitted open space strategy
- Management/Maintenance
- Trees and Hedgerows
- Buffer planting
- Advanced planting at the hospice prior to commencement of the cemetery

Ecology

- Ecological survey/works required for each phase following phase 1
- Ecological mitigation and enhancement measures

Archaeology

- programme of archaeological works for relevant phases following phase 1

*The proposed headings for the Outline Application are substantially based on the previous outline consent plus also with the principle of little pre-commencement conditions for phase 1 as this material has been submitted for approval as part of the hybrid application.

B) Detailed Phase 1**Design Code**

- Phase 1 will be carried out in accordance with the Draft Design Code submitted November 2010 and
- Statement of Compliance (already submitted)

Highways

- Car parking – to ensure car parking and garages should not be used for any other purpose
- Car Park areas should be constructed as shown on the plans
- Cycle parking must be provided in accordance with WCCs parking standards and as shown on plans
- Working highways drawings to be submitted

Landscaping

- Hard and Soft Landscaping i.e. planting prior to occupation
- Landscape maintenance and management plan
- Arboricultural Method Statement and Tree Protection Plan

Construction Works

- In accordance with Construction Method Statement

Footpath

- No dwelling in phase 1 to be occupied prior to the completion of the proposed temporary footpath

Ecology

- Mitigation for protected species

Sustainability

- Scheme for the attainment of Code for Sustainable Homes Level 4 will be submitted on the sensitive south facing dwellings, as identified in the Energy Statement for Phase 1, to the local planning authority