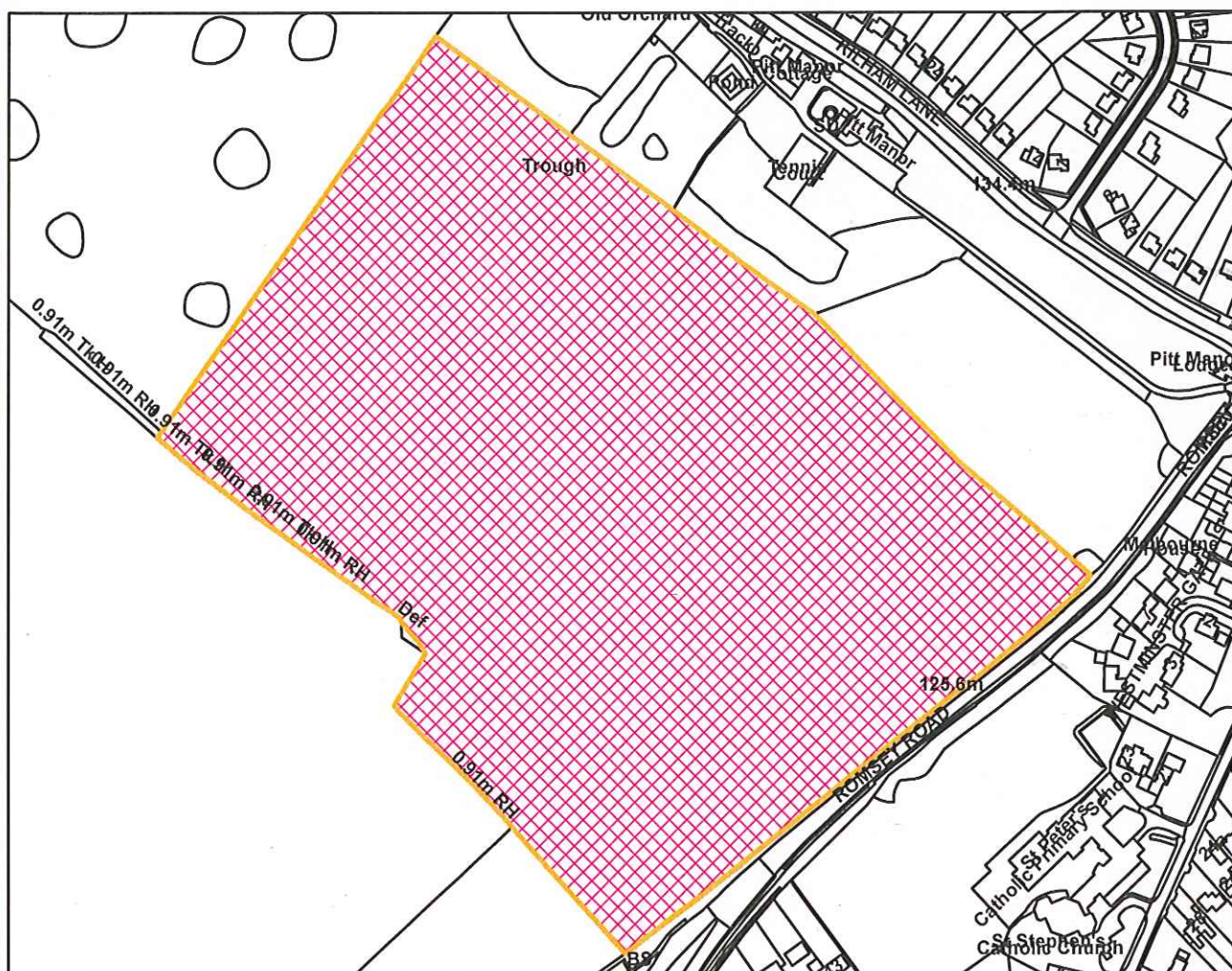


Land Adj Pitt Manor, Romsey Rd



Winchester
City Council

13/02322/FUL



Legend

Scale: 0 0.04 0.08 0.16 KM

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Organisation	Winchester City Council
Department	Winchester GIS
Comments	
Date	21/02/2014
MSA Number	100019531

WINCHESTER CITY COUNCIL
DEVELOPMENT CONTROL COMMITTEE AGENDA

Item No: 5
Case No: 13/02322/REM / W05413/12
Proposal Description: Reserved matters in respect of 200 dwellings, 200 space park and ride and related access roads, landscaping, play facilities, open space and new bus layout (details in compliance with Outline Planning Permission 10/00122/OUT)
Address: Land Adj Pitt Manor Romsey Road Pitt Hampshire
Parish, or Ward if within Winchester City: St Luke
Applicants Name: Orchard Homes (Pitt Manor) Ltd
Case Officer: Lorna Hutchings
Date Valid: 28 October 2013
Site Factors:
Civil Aviation
Contaminated Land Consultation
Southern Water Sewer Foul Drainage
Historic Parks
Site of Importance Nature Conservation
Eternal TPO 20
Recommendation: Application Permitted

General Comments

This application is reported to Committee because of the number of objections received.

Amended Plans

Amended plans have been received to show an number of changes including:

- Improved set back to properties.
- Addition of windows and enhancement of design to key end elevations to public realm.
- Reconfiguration of parking, parking courtyards and footpath connections to rear gardens.
- North East boundary wall removed.
- Tree species and relationship to houses and infrastructure altered and demonstrated respectively.
- Hammer head turning of The Gateway replaced.
- Boundary treatments enhanced (all timber palisade fencing omitted, and frontage areas simplified).
- Small awkward areas for planting removed.
- Demonstration of additional Public Open Space.
- Defensible space for apartments included.
- Materials palette enhanced to natural.
- 40% affordable housing mix amended.
- Other minor layout changes

These amendments are set out in respect of the context of the site and proposal in the main assessment below.

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Details to finalise

Most of the amendments have now delivered the changes that were required in order to address concerns raised in December. There are however just a few more minor elements of the details still to complete which are requested to be delegated back to officers to finalise should final amended plans not be received by PDC.

Such detailing is often left entirely to be dealt with via a planning condition. However in this case the details had been provided up front as part of the Reserved Matters (RM) application and discussion on them has been positive and ongoing since December (notwithstanding the pre application). They are considered important details to ensure the overall quality of the built and landscaped environment of the development. These include:

- Materials schedule.
- Gable and garage door features.
- Tree species to north of Park and Ride.
- Bunds and plant species to amenity/verge areas.
- Railings to frontages.
- Post and Rail (and other) perimeter fencing.

Conditions are recommended below in any case to ensure all matters are fully covered. It is also therefore requested that these conditions can be amended as necessary by delegation prior to issue of decision. A full update on this and progress on the remaining matters will be given at Committee.

Site Description

The Pitt Manor site is located to the north of Romsey Road on the western urban edge of Winchester and extends to approximately 11.5 hectares. The site is bounded to the north-east by Pitt Manor and its curtilage and tree lined avenue access to Romsey Road, and the related property and garden area of Pitt Manor Lodge. The properties of Pitt Manor Nursery and Old Orchard are also located adjacent to the north-east boundary, but with access from Kilham Lane. The residential area of Winchester along Kilham Lane is located immediately to the north-east of these properties and the blue lined land.

To the south-east the site is bounded by the existing urban area of Olivers Battery Winchester, the edge of which is defined by Romsey Road. This area includes St. Peters School. To the south-west and north-west it is adjacent to agricultural fields. Immediately adjacent to Romsey Road to the south-west there is a small paddock with a separate residential property and outbuildings at Orilla, and adjacent to the roundabout a residential property at Pitt Hill Cottage. Further south-west is a commercial garage and outbuildings.

The existing buildings adjoining the site comprise Pitt Manor Lodge to the north-east of the site and Pitt Manor and its related gardens. The immediate gardens, including the tree lined avenue approach of Pitt Manor and Pitt Manor Lodge and wider parkland which includes the application site, are included in the Hampshire Historic Parks and Garden Register.

The site extends from 113 metres to 135 metres AOD and slopes toward the south-west.

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There are trees or hedges on all boundaries of the site. There is a single storey building used for storing garden machinery and equipment associated with the maintenance of the Pitt Manor gardens adjoining the garden boundary of the property which is proposed for replacement.

The north-west part of the site extending to 2.12 hectares is designated as a Site of Importance for Nature Conservation (SINC) based on the existence of semi-improved chalk grassland. This is separated from the adjoining field by a strip of woodland. Apart from this and a small copse of trees in the northern part of the site, the remainder of the site consists of a large field used for occasional grazing.

A Permissive Bridleway extends along the south-west boundary of the site connecting Romsey Road with Sarum Road to the north. Winchester city centre is located approximately 2.4km from the site, and Winchester Railway station approximately 2.6km distant. There are a number of facilities in the locality including shops and schools.

Proposal

This application is for the Reserved Matters (RM) of Appearance, Landscaping, Layout and Scale to Outline Planning Permission 10/00122/OUT which was allowed at appeal 23.01.2012. The Reserved Matters are in respect of 200 dwellings, 200 space park and ride and related access roads, landscaping, play facilities, open space and new bus layout (details in compliance with Outline Planning Permission 10/00122/OUT).

The proposal comprises two main spine roads leading to 6 residential blocks of traditional styled housing and a large area of open space on a ridge within the site to the north side. The park and ride is to the southwest.

Relevant Planning History

10/00122/OUT Outline planning application for mixed use development comprising 200 dwellings, including 80 affordable dwellings, a 200 space park and ride facility with associated access roads, footways, landscaping, children's play facilities, open space, bus lane extension and bus lay - by and new access to Romsey Road. Appeal Allowed 23.01.2012.

Consultations

Engineers: Drainage: No objection in principle to the SUDS strategy. The plans submitted by Turley Associates show that the storm water falling on the site is to be dealt with in a sustainable way using soakaways, permeable paving and a balancing pond. So as far as storm water is concerned, the proposals are acceptable. The Environment Agency considered a Flood Risk Assessment for the Outline permission. Details plans for the proposed SUDS strategy are required through conditioned. Foul water is to go to the public foul sewer. [Condition 17.]

Engineers: Highways:

No objection. A layout plan is required showing all areas intended to be offered for adoption to the Highway Authority under the terms of Section 38 of the Highways Act 1980. A Stage 1 Road Safety Audit is required for all roads to be offered for adoption. Details of the refuse collection strategy together with a "swept path details drawing" to

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indicate how a 9.44m long refuse freighter is to operate are required. Construction specification details for all access roads including private streets are required. Hampshire County Council is unlikely to adopt the proposed extensive casual parking areas besides main carriageways and will not consider adoption of allocated parking adjacent within the public highway. A suitably worded condition to ensure the future maintenance of these areas by an appointed Management Maintenance company is suggested. [Condition 13.]

No concerns in respect of layout and it is noted that the plans have been amended in order to address previous concerns about the remoteness of some of the allocated parking bays in relation to the properties they are intended to serve. The revised details whilst not ideal are considered an improvement to those proposed on the previous submitted layout plan. [Conditions 5, 8, 9, 10, 11, 12.]

Head of Landscape:

No Objection. Encouraging seeing that the revised proposals with additional levels of detailed information generally accord with the suggestions given to overcome earlier concerns raised, to improve the street scene and public realm. Comments that remain to be addressed: Hard Landscape - consistent boundary treatment; play areas- fencing is discouraged; services impact on avenue tree locations in some places. Soft Landscape - road edge treatment to amenity open spaces; wildflower edges to amenity spaces and planting notes- minor amendment required in key; main open space- sensitive treatment of ground profile is imperative with N-S section through the road shown to properly assess impact of road on the public open space (as for infiltration basin). [Conditions 2, 7, 13.]

Open Space:

No Objection. Amended drawings have been received which illustrate the layout, quantity and treatment of the open space available on site to serve residents.

Indigo Plan 'POS Areas Plan' 429-30 shows how the open space has been amended to add to the total quantum of space available. The amended plan adheres to the approved parameter plan and is consistent with the open space provision of the outline scheme.

The main area of open space breaks up the development and is overlooked by properties on either side of it. It includes a SUDs area, a retained existing copse of trees, a variety of large and medium sized new trees and a children's play area. [Condition 2, 3.]

Trees:

No Objection: The issues raised in previous responses have been addressed by and large in the latest submission. Comments - The species *Tilia cordata* in the 'Key local streets' is preferable. Mature height at least 20 metres and 15 metres ultimate crown spread, should be evenly spaced trees. The use of *Tilia cordata* as a species would be more suitable to 'minimise the visual impact' of the park and ride to the properties surrounding. A street lighting design plan needs to be submitted taking into account the location of the 'Avenue' trees. Some properties are not an absolute minimum of 10 metres from trees. The access to PR minimises the impact to the trees and the rooting system. An integrated tree and storm water system underneath the parking spaces is suggested and trench planting is the most appropriate. [Conditions 2, 4, 17.]

Environment Agency:

The proposed development will only be acceptable if a planning condition is imposed

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requiring drainage details and assessment of the hydrological and geological context. Originally suggested the above condition be attached to outline application, but the condition was not included on the permission granted under appeal. The Flood Risk Assessment and Drainage Statements submitted with the original outline application demonstrated that the proposed method of managing surface water runoff via infiltration systems was feasible. However in order to ensure that a final detailed drainage scheme is produced and that it complies with the requirement of the National Planning Policy Framework the above surface water drainage condition necessary. [Conditions 17.]

Head of Environmental Protection:

No adverse comments to make concerning the application. Areas of concern - potential for nuisance complaints arising from the proposed pumping station. [Condition 18.] children's play area, lighting for the park and ride and noise/dust during the construction phase. Regarding the children's play area, the equipment is aimed for younger children and is likely to comprise of mainly natural materials.

To protect those residential dwellings adjacent to the proposed park and ride scheme, recommend details of the lighting are submitted. Information should include a layout plan with beam orientation and a schedule of equipment in the design (luminaire type, mounting height, aiming angles and luminaire profiles). Consideration should also be given to limiting the hours of operation of the lighting. [Condition 6. Informative 9.]

Southern Water:

No comments, the original comments to the Outline application remain unchanged and valid. Currently inadequate capacity on the local network to provide foul sewage disposal as the development would increase flows to the public sewerage system and existing properties and land may be subject to a greater risk of flooding as a result. Additional off-site sewers or improvement to existing sewers will be required to provide sufficient capacity to service the development. S98 of the Water Industry Act 1991 provides a legal mechanism through which the appropriate infrastructure can be requested (by the developer) and provided to drain to a specific location. A SUDS scheme is proposed for which the land take and future maintenance will need to be considered. [Conditions 17. Informative 8.]

Historic Environment:

No reason to suppose that the details now submitted would have an impact on the designated built historic environment of Winchester. The closest listed buildings, in Pitt, are at a sufficient distance from the application site for their settings not to be affected by the proposals. No objections are raised.

HCC Highways:

The applicant has submitted a full residential Travel Plan as part of the reserved matters application which is required to be approved prior to commencement. Hampshire County Council Travel Planning colleagues have fed back comments to the applicant on the Travel Plan which will need to be addressed before the plan can be approved. This will need to be in place prior to occupation.

The form of access to the site was approved as part of the detailed matters considered at the outline application stage. The details have been further considered by Hampshire County Council as part of the Section 278 approval process. These details have now been approved and a Section 278 legal agreement is being worked up. The design of the

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mini-roundabout within the site which provides access to the Park and Ride is also agreed and as an integral junction to provide access to the site, will come forward through a Section 278 agreement as well.

As the means of access, including the off-site transport impacts of the site were considered at the outline application stage, no further comments. Under the terms of the Highway Development Control Agency Agreement, comments relating to the internal highway arrangements are to be provided by your Agency Engineer.

Natural England:

Statutory nature conservation sites – no objection

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites. Protected landscapes – no comments. Having reviewed the application Natural England does not wish to comment on this development proposal. The development however, relates to the South Downs National Park. Advise to seek the advice of the National Park Authority. Their knowledge of the location and wider landscape setting of the development should help to confirm whether or not it would impact significantly on the purposes of the designation. The consultation documents indicate that this development includes an area of priority habitat. Planning authorities should aim to conserve and enhance biodiversity. The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision.

HCC Ecology:

Wall has been removed which would have had a negative impact on ecology. The RM proposal is acceptable however needs to clarify the buffer post and rail fence on the hard landscaping plans to reference to the ecology management plan dealt with by condition. [Condition 2.]

Urban Design:

No Objection: the proposal now overcomes most of the concerns initially raised however it is important that the last few blank gables elevations are articulated to the public realm to the north of the site and where feasible if double garage doors can be avoided. Natural clay tiles are essential to the successful appearance of this development and mitigation of roofscape impact. The proposal is substantially in accordance with parameter plans. [Conditions 14, 15, 16, 19.]

Representations:

Councillor Tod – concerned about lack of connections.

City of Winchester Trust: Comment

Concerned regarding impact of additional light-controlled access on congestion in Romsey Road at busy times and proximity of the car parking area to residential areas and the potential for light and noise pollution being an issue for residents. Controls required for on street parking to prevent Park and Ride (PR) users taking advantage of free parking or parking. Initial disappointment that design is not more contemporary, unpretentious traditional approach has its merits and will be popular. Lack of landmark buildings creating a sense of place. Proposed avenue of lime trees and other landscape features well liked. Disappointed at the lack of commitment to higher levels of sustainability. Would like to see consideration of a community heating system or similar

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higher degrees of insulation to achieve a better code rating.

Olivers Battery Parish Council: No comment

Hursley Parish Council: Comment

Private housing should be built to at least Code 4, entrance to PR from South Corner of the site to reduce congestion and avoid conflict with residential traffic, as emergency access is located here, could main be access. PR lighting should be dimmed or extinguished from 11pm and should be lesser in height than surrounding trees. Continuous pedestrian/cycle route should be created from Pitt garage through the site to Kilham Lane.

Pitt Village Residents Association: Concern

Concern with drainage and flooding and that this will make the situation worse. Underlying problem is lack of capacity in the storm drain pipe.

WinACC: Object

Does not address best practice in relation to built environment and traffic management, minimum Code level 5 for all dwellings on site required- a lesser standard on market housing than those adopted for social housing. Good practice dictates that PR vehicles be kept separate from other dwelling traffic. Alternative access removes 200 cars from the early morning congestion on Romsey Road. PR vehicles would share bus lane on the roundabout and exit it immediately at south end of Romsey Road, causing no delay on the extended bus lane. An emergency exit from the PR is planned at right angles to Romsey Road north of the bus stop. Instead an engineering solution could be found to combine the two requirements, together with a slightly repositioned bus lay-by. Improved pedestrian and cycle ways through the site needed. High density is better from the energy perspective.

14 letters received objecting to the application for the following reasons:

- Proposed crossing too close to the junction
- Increased traffic impact and congestion on Romsey Road, Oliver's Battery Road South on to Romsey Road
- Reduced safety for drivers and pedestrians especially children.
- Need to defend long term plans for Winchester
- Need to preserve character, be sensitive
- Unsustainable
- Greenfield development should be last option and brownfield prioritised
- Inadequate local roads
- Spread into the countryside
- Traffic lights inadequate.
- Careful design needed for safety.
- Effect on footpath and trees.
- Impact on infrastructure in general, school facilities and medical and health implications
- No visibility onto northbound carriageway
- Significant concern raised re flooding in Pitt. Serious concern development will make problem worse
- Inadequate surface water drainage
- Lesser code standard on market housing

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- Lack of connection

3 letters received commenting on the application for the following reasons:

- Affordable and housing need, would be of benefit to local community.
- No significant loss of tree cover which will lessen the noise and pollution from the increase traffic.
- Security concerns
- Would support if no traffic issues in locality.
- Opportunity to widen Romsey Road
- Potential for light and noise pollution
- Controls required for on street parking
- Reduce speed in Romsey Road
- Ongoing responsibility for roads, SUDS, trees, unadopted internal roads etc. are fully ensured by formal agreements and action plans
- Access to Site Manager or contact for Developers to take concerns during construction
- Measures for no entry onto SINC
- Excellent quality and materials needed
- Ensure site and condition monitored.

Relevant Planning Policy:

Winchester District Local Plan Review

DP3, DP4, DP5, DP.9, RT.4, T2, T4

Winchester Local Plan Part 1 – Joint Core Strategy

DS1, WT1, MTRA1, CP2, CP3, CP7, CP10, CP11, CP13, CP14, CP15, CP16, CP17, CP20, CP21.

National Planning Policy Guidance/Statements:

National Planning Policy Framework

Supplementary Planning Guidance

Winchester District Landscape Character Assessment

Other Planning guidance

Guide to the Open Space Funding System

Hampshire Biodiversity Action Plan

Housing Monitoring Report

Movement, Access, Streets and Spaces

Manual For Streets

Parking Standards 2002

Site of Importance for Nature Conservation (SINCS): Winchester District

Technical Paper: Open Space Provision and Funding

The Hampshire Landscape: A Strategy for the future

Winchester City and its Setting

Winchester District Landscape Assessment

Winchester Housing Needs Survey

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Planning Considerations

Principle of development

Outline planning permission was granted by the Planning Inspectorate in 2012 for the site to be used for 200 houses and a 200 space park and ride. The only detailed design matter considered at that time and approved was a new vehicular access to the site via Romsey Road at the centre. The Outline permission also included reference to a series of approved Parameter Plans submitted in support of the proposals. These established broad principles of land use, housing density, developable areas, street and movement, landscape and building heights, as well as an indicative Masterplan for the development. The RM must be substantially in accordance with the Parameter Plans and Outline consent in principle.

The Outline consent

Various matters are secured through the a S106 legal agreement as part of the Outline consent including:

- 40% Affordable Housing Units (AH) and Reserved Matters AH Strategy (required in the RM by it).
- Landscape and Open Space Strategy (Landscaping, Open Space and LEAP).
- Open Space – Bond, Maintenance, laying out within 12 months of first occupation and Public Access to it.
- Location and Equipment for LEAP.
- Long term ownership maintenance and management of land (either Management Company, trust or transfer) as part of the Landscape Strategy, prior to occupation.
- Site Access Works and HCC S278 Agreement for detailed design and off site works.
- Pedestrian /Cycle Link (Kilham Link route, provision of, public access to and future maintenance prior to occupation of Housing).
- Park and Ride. Detailed scheme to be submitted prior to commencement of development including programme of construction. PR facility to be completed prior to the occupation of 20 Units.
- Travel Plan - coordinator and monitoring (£15,000 contribution).
- Public Access plan (not including Kilham Link) through the site.
- Contributions including:
 - Sustainable Transport Improvements - £462,240.
 - Open Space - amount to be calculated at point of collection (prior to commencement of development) and index linked at £614 per one bed, £1024 per 2 bed, £1229 per three bed, £1639 per four bed plus so is based on no. and size of dwellings, for play and sports facilities.
 - Education - £527,010

Therefore the securing of these matters is not required by this RM detail as they are provided for in the Outline consent and S106. This application shows the layout for various elements as above with the need for the Affordable Housing Strategy to be submitted in this Reserved Matters application. All matters have however been pertinent in discussions with stakeholders in respect of this development as a whole and its impact and the mitigation of it within the local area, particularly in respect of the highway measures required.

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The Outline consent also included conditions for the matters set out below, notwithstanding conditions 1 and 2 which required this application:

- Programme of archaeological work (condition 04).
- Scheme for retained trees protection (05).
- Ecological Management Plan (06).
- Details of the Kilham Lane Link (07) (it's access on to Kilham Lane is subject to a S278 agreement with HCC).
- Details of the Romsey Road footpath improvement works (08) (also subject to S278 agreement with HCC).

A formal Details in Compliance application is being considered at the same time as this Reserved Matters as many of the matters are inseparable, however are not subject to this RM and are delegated to officers for determination. Conditions relevant to the RM (Appearance, Layout, Scale, Landscaping) only are recommended at the end of this report.

In conclusion to the principle of this application, this has been established for the long term in allocating this land in the 2006 Adopted Local Plan and then the approval of the Outline in 2012. Matters such as need for the housing, use of the site and traffic impact in principle are not material for consideration in the reserved matters assessment. All matters that were reserved by condition have been submitted with this application (with some minor details still being finalised at the time of writing). [Condition 02.]

Affordable Housing

The amount of affordable housing – 40% (80 dwellings) - is secured via the S106 with the standard specifications that it is for Eligible Persons etc. A Reserved Matters AH Strategy is required to set out number, size, type, tenancy type and tenure of the affordable housing, delivery and accessibility arrangements and location and in accordance with the 2008 Supplementary Guidance and Design and Quality Standards 2007. This has been received and following recent correspondence and the submission of further documents, the updated Strategy is acceptable.

It is noted that the current proposal does not wholly comply with the distribution requirements in terms of the numbers guide, (no groups of more than 5 affordable dwellings). There are exceptions to this specific group specification where other material circumstances would indicate that a variation or higher grouping number would be acceptable. For example, where they are provided in flatted accommodation, the overall design philosophy underpinning the layout and design of the scheme and the need to meet its functional requirements, for instance communal private spaces for flats. In this case, the design of the scheme includes through roads around 6 blocks and amenity space/ private shared areas for the flats. It is notable that it proposes affordable housing in all six parcels of land. Some have more affordable housing than others but there are no more than 10 units grouped together. All the affordable housing units utilise the same form and materials as the market dwellings, ensuring that they are visually indistinguishable from each other hence aiding successful integration.

The scheme complies with the Affordable Housing SPD in terms of affordable mix of tenure and unit sizes with a variety of dwelling types and sizes to meet the wide range of identified housing needs, as per Policy 1 of the SPD. For a development of this size and scale the distribution is considered acceptable. The layout and Reserved Matters

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Strategy is therefore considered acceptable.

To ensure its delivery in this case no more than 50% of the total number of Open Market Housing Units within a Phase (this application is representing one phase) shall be Occupied until 50% of the Affordable Housing has been completed and either a) transferred to the Council or Registered Provider (RP) or b) circumstances dictate otherwise. No more than 75% of the total number of Open Market Housing Units shall be occupied until 100% of the Affordable Housing has been completed and transferred to the Council or Registered Provider.

Housing Mix

At the time of the determination of the outline application, saved policy H.7 of the adopted Plan was still relevant and required 50% of all dwellings to be 1 and 2 beds. The indicative mix put forward 45% 1 and 2 beds and was considered acceptable.

Significantly this policy has now been formally superseded by the adoption of LPP1. Policy CP2 confirms that development should meet a range of dwelling types, tenures and sizes, as appropriate to the site size, location and characteristics. The majority of homes are advised to be in the form of 2 and 3 bed houses, unless circumstances indicate an alternative approach.

In this case the site is located on the edge of the built up area, adjacent to the countryside. Adjacent areas of Kilham Lane and Oliver's Battery South Road are characterised by detached dwellings and it is within walking distance to Kings Secondary School and St Peters Primary School and, to a lesser extent, Oliver's Battery Primary School, and Stanmore Primary School. Family housing with a high proportion of school children would provide easy access to these education facilities. Accordingly, the applicant wishes to propose 58% 3 bed properties and larger, however the highest proportion of units (63%) are within the 2 and 3 bed category in accordance with CP2 of the adopted LPP1.

Design/layout

The outline permission envisaged a layout where the dwellings followed the contours of the land, with two main spine roads leading to 6 residential blocks and a large area of open space on a ridge within the site to the north side. The PR would be to the southwest.

The proposed layout is consistent with the approved land use parameters plan and streets and movement parameters plan. The development parcels are defined by a hierarchy of streets with the principle neighbourhood spine road of 5.5m (to mini-roundabout) reducing to 4.8m forming the main access through the central part of the site. The extreme north-western section of the spine road and secondary roads/local streets of reduced width of 4.1m then extend from the neighbourhood spine roads. Beyond this informal lanes are provided adjacent its rural boarder, with widths of 4.1m or less with passing places and pinch-points but giving priority to pedestrians and cyclists in accordance with the Manual for Streets.

A distinct and more formal character is emphasised along the 'neighbourhood spine', with tree lined avenues set within extensive verges following the natural topography of the land. On the higher parts of the site to the north-east and north-west a more loose form of detached dwellings and garages predominate. A suitable setting for the central

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open space/green axis is proposed with detached forms complementing the spacious character. Properties will directly overlook the open space providing natural surveillance.

The overall density of the proposals equates to 33 dwellings per hectare which follows the general principles of the parameters for density and height, with detached/ linked detached units confined to the north-east boundary (lowest density), apartments adjacent to the main access entrance and related mini-roundabout (medium density), and the area between and lining the main spine roads populated with terraced properties. These add character and form to the street scene as a 'key frontage' identified on the land use parameters plan (low density).

The layout has been successfully amended to improve set back of key properties to the public realm such as the apartments at the entrance and various houses across the site so they less tight to the roads in front.

The dwellings have been designed in a traditional style using the local vernacular and materials. It is locally distinctive and suitable for the edge of rural location. A selection of materials is used to add variety, and aid legibility. The applicant has now confirmed that a natural slate will be utilised and clay tile (to be confirmed) which is very important given the visibility and dominance of the roofscape from key public views into the site. Flintwork is also proposed to provide suitable landmarks. A red/orange facing brick and rendered elevations in a variety of whites/creams, and soft yellows and pinks are proposed which is appropriate to the type of architecture proposed and layout of the dwellings. Natural materials will be used for all other features although a conservation UPVC window is currently proposed. A materials schedule and other detailing are at the time of writing nearly fully agreed. [Conditions 15, 16.]

Landscape/Trees

Following on from the principles established within the approved Landscape Parameters Plan, the RM provide for extensive landscaping throughout the development. A key feature of the development as noted above is the avenue of trees that extends along the length of the neighbourhood spine road and the secondary road to the north. This was noted in the appeal decision as being a key to the success of the RM. Small leaved lime trees will be spaced to eventually form a continuous green canopy along each route set in spacious grassed verges which also accommodate drives, road junctions and lighting columns effectively. [Condition 4, 6.] A copse of trees (species to be agreed condition 2) to the north of the PR is proposed with formal hedge planting to courtyards and front gardens, native hedge planting to Kilham Lane and formal beech hedges to PR. All use of palisade fencing is omitted with boundary frontage treatments to gardens simplified using combinations of formal hedges, estate railings and planting where space is appropriate. Road edge treatment to all amenity open spaces is to be clarified so that there is minimal use of bollards to prevent casual parking. [Condition 2.]

Open Space

Amended drawings have been received which illustrate the layout, quantity and treatment of the open space available on site to serve residents. Parameters plan identified the provision of two smaller Local Areas of Play (LAP) and a larger Local Equipped Area of Play (LEAP) located within the central open space. It is considered preferable to have a single central play area combining both LAPs and the LEAP. This is a minor change which

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is beneficial to the amenities of the site and is acceptable.

The main area of open space is on one of the highest points of the site running right across it, breaking up the development. Hardstanding areas serving the adjacent properties have been reduced where possible to ensure its recreational and rural character. The road crossing it from south to north has been redesigned to slow traffic and ensure that it is better connected from east to west. The existing copse of trees is retained, a variety of large and medium sized new trees are proposed and the children's play area will utilise natural timber structures.

The SUDs pond area beyond the main POS is also available to the far southwest for recreational use. The graduated pond area will mostly be dry but also when wet the landscaped area will make for a diverse and interesting area for informal recreation. In addition to the requirements of the Outline S106, it is considered that the proposal makes good provision for Public Open Space and play equipment. The main open space is conditioned to ensure its grading is effective for drainage and appropriate for visual amenity and recreation. [Condition 2.]

Amenity

The apartments each have generous grassed amenity and low planted defensible spaces, particularly the more prominent units located close to the entrance from Romsey Road, which in combination with the avenue planting, verges, hedgerows and railings will create a formal yet sylvan character at this gateway to the development. The vast majority of the rear garden areas for the dwellings are at least 10m in depth with focus on providing more generous north-facing garden depths. The majority of detached properties have garden widths in excess of 12m. Whilst there are a limited number of smaller gardens, these provide a useful variation and choice for a lower maintenance option.

Overall the relationship of the proposed dwellings to each other within the site is considered acceptable as they have plenty of space about them. There are some instances at the corners of the blocks in Manor View and Copse Corner which are sited more closely and so rear bedroom windows may overlook neighbouring gardens to a degree. Any significant harm to privacy and amenity is however considered to be mitigated by the levels in some cases and boundary treatments.

Hedge planting is proposed behind parking spaces and 'decorative' fencing (to be agreed Condition 2) with trellis above is proposed along footpaths where it is relied upon to access housing from courtyards so that it is not overbearing to users. Dedicated areas are provided for tree planting so car parking does not interfere with establishment and health in the longer term.

Ecology

A SINC exists to the northwest of the site with the existing boundary fenced with a c.1.2m-high post and barbed wire fence and very dense boundary hedge. Due to its sensitivity it is necessary to prevent informal public access to it therefore the entire boundary between it and the development area will be securely fenced. A 5m wide ecological buffer zone is proposed around the entire site which will be fenced in all areas where it meets the development site with a 1.5m meshed post and rail fence.

The ecology management is dealt with by condition 06 of the RM. However the RM plans show the boundary treatment and arrangement of all proposed fencing. A condition is

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attached to clarify the position of all fencing including stock proofing, with positions of stiles to access the pedestrian crossing to the permissive footpath to the southwest included. [Condition 2, 19.]

Impact on character of area and neighbouring property

The site is outside the designated Winchester Conservation Area, and there are no listed buildings in the immediate vicinity. The nearest listed buildings are in the settlement of Pitt to the west of the site, which sits at a lower level than the application site at the top of the hill. It is considered that the proposed layout and dwellings will create a sense of place when in the public realm within the site, with attractive street frontages, architecture and open spaces. In addition the houses will settle well into the wider landscape with the tree planting providing an effective landscape structure for it to sit within. Therefore it is considered that the proposal will have no harmful impact on the character of the area to the detriment of the wider townscape and countryside and is in accordance with policy in this respect.

The proposal will have no impact on any existing houses in respect of their amenities. The main impacts concern the wider impact of traffic and construction which are considered in other sections of the assessment. [Condition 10, 18.]

Highways/Parking

As noted above a transport contribution of £462,240 was committed to mitigate the impact of development to include:

- Schemes within the Winchester Town Access Plan;
- Improvements to Romsey Road/Stammore Lane/Kilham Lane junction;
- Improvements to Stammore Lane to improve the route to the local primary school;
- Improvements to the route to the Olivers Battery primary school;
- Improvements to the route to Kings School; and
- Improvements to the Winchester Bus Station and Rail Station.

HCC have been developing these proposals for some time in liaison with the community. In particular drawings are approved for improvements to Stammore Lane / Romsey / Road / Oliver's Battery Road North junctions with works including measures to allow the School Crossing Patrol (SCP). The junction works are likely to require a one way road closure for Stammore Lane. This is necessary to get the most disruptive work done quickly within the Easter holiday. Any such closure will be fully signed and suitable diversion routes in place.

Details of the route between the proposed crossing and the proposed rear access of St Peters School are being agreed. Works within the school grounds are underway and so HCC intend to tie this into the proposed crossing location. Safety railings are being considered but land availability is constrained.

Layout

Consultation comments above note matters required in relation to adoption of roads for the central spine roads proposed for this. The road widths, shared treatments and layout provide for adequate vehicle manoeuvring around and within the site and raise no material planning highway safety issues. Conditions 8, 12 and 13 are recommended to consider the detailed design of roads and ensure their provision and future

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maintenance.

Car Parking

Parking is provided though a mix of on plot and on street parking spaces and parking courts mainly within the centre of the house parcels. The parking courtyards have been reconfigured to provide more conveniently located spaces for each property and are enhanced in character (see amenity and landscape above). More specifically, parallel parking spaces in The Gateway have been relocated to the rear courtyard with further spaces provided opposite Plot 145 and more visitors parking. The footpath links between the courtyards and rear gardens are short distance, will likely be used infrequently and are sufficient to accommodate different users. Of those properties with rear courtyard parking, accessed via rear gardens; all provide access to acceptable reception rooms and a condition is recommended in these cases for a hardened footpath route to create a continuous, safe and viable pedestrian route from the allocated car parking space to the dwelling unit and thereby reduce on street car parking. [Conditions 9, 11.]

To deter informal and undesirable on street parking, especially in The Gateway which is a main through route to the Kilham Link, adequate numbers of parking spaces are provided and the road is to be a "shared surface". The applicant has confirmed that the intention is that the footpath areas would be segregated using a flush kerb that would act as a demarcation, so there is no obvious pavement/roadside for a car user to consider to be comfortable to park alongside. [Condition 2. Informative 10.]

Park and Ride

In accordance with the S106, proposals need to be submitted for maintenance of the 200 space PR as well as the detailed design. This will supplement the RM layout being considered which shows 5 double rows and one single row of parking spaces in a terrace designed specifically to reflect and follow the site contours with linear hedge and trees planting in between. This layout will reduce the rate of surface water run off.

It has been further revised from that indicated in the Outline permission to rationalise the internal road layout and show less planting within the parking areas with increased buffer planting which is beneficial for screening, protection of amenities to the houses opposite and for maintenance. A facilities building has been omitted since the outline permission, given the relatively small scale of the PR itself, and its ancillary role relative to the existing South Winchester Park & Ride.

Access to the site and PR in principle through the main Romsey Road to the site, was set at the Outline Stage. Any option providing a separate and dedicated access or filter lane direct from Romsey Road was considered then to have serious highway safety issues and involved third party land. Since the Outline permission it was agreed that the relocation of the internal access to the PR closer to the main access with Romsey Road would be beneficial in reducing the extent of non-residential traffic accessing the site with a forth dedicated spur into it being introduced off the main roundabout. Pedestrian access from the PR to the new bus stop on the north side of Romsey Road is provided as a short footpath on sloping land, with its levels to graduate down to the road and to be further agreed. [Condition 2.]

A Traffic Regulation Order (TRO) will deal with the specifics of the management and control of the 200 parking spaces. Representation has been received from St Peters

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School for the PR to help alleviate parking congestion at school drop off/pick up times. This is being explored in detail with Members, HCC, the applicant and Director of the Built Environment responsible for the management of the PR. Its viability and primary purpose for management of traffic in the wider area needs to be considered in order to accommodate this request, with the provision of some short stay spaces. It is confirmed that there is potential to provide some spaces for short stay use within the proposed layout, for those wishing to drop off and pick up children at St Peters School. They can be located nearest the exit to the access to Romsey Road which will have signalised crossings. The TRO will be fully advertised and so there will be specific public consultation about this and a chance for the school to be further involved in the management details which will also be considered in light of their own Travel Plan. It is expected that this will be timed to be undertaken during the construction phase of the PR.

Connections

The site provides a publically accessible connection through it from Kilham Lane with the new link proposed through the field to the northeast, into the shared surface of The Gateway, out of the site to Romsey Road or PR, or continuing around the south of the Village Green and The Meadow and out to the permissive right of way through the pedestrian connections. This will enable pedestrians and residents to access the shop and garage near the roundabout to the southwest. Connections to Olivers Battery and Stanmore were considered in the outline permission and improvements are being made as noted above to access these primary facilities. The provision of a connection out of the site to an existing stretch of roadway with unextinguished highway rights to enable connection to the garage was also investigated but is constrained in its provision due to land ownership and ecology. [Condition 19.]

The site provides good links around and through the parcels of housing and to the Open Space areas by the shared surfaces and parking courtyards.

Drainage

Detailed information was submitted and considered as part of the Outline application on flood risk and the capacity of utilities which built in a 20% capacity increase for climate change. No objection was raised to the proposals from either the Environment Agency or Southern Water, and no conditions were imposed as the Inspector only conditioned issues as part of the detailed matters for consideration of the Outline (access) as noted above.

Both the proposed level of development and extent of hard surface area are consistent with the approved indicative Masterplan and land use parameters plan. As such, the details solutions put forward at outline stage for improving the foul water infrastructure through provision of a pumping station and upgrading a short length of sewer to the east of the site remain relevant and appropriate. Similarly, surface water drainage is mitigated through provision of an infiltration basin to previous specifications accompanying the Flood Risk Assessment submitted as part of the Outline.

Indicative details have been provided for a SUDs scheme to show how the proposed detailed layout will accommodate the soakaways and infrastructure needed and this is considered acceptable. Southern Water will deal with the off site drainage future management and maintenance. HCC may adopt internally but if not the conditions require clarification of this. All the recommended conditions from all relevant drainage

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consultees and both permissions are proposed to ensure the development delivers the detailed systems which can deal with the site's drainage effectively. [Conditions 2, 3, 8, 17. Informatives 7, 8.]

Sustainability

The outline permission made a commitment to deliver Code 3 of the Code of Sustainable Homes for market housing and Code 4 for affordable housing. Neither the permission nor the approved land use parameter plans provided any facility or land for a dedicated on-site renewable facility, nor any conditions impose requiring compliance with any Code.

Since permission was granted Policy CP11 of the Core Strategy has been adopted. This expects new residential development to achieve Code 5 for the energy aspect and Code 4 for the water aspect. However, as a RM pursuant to the Outline permission there is no obligation to meet these policy requirements, nor is it practical to provide any on-site renewable facility (there is no available space on site). Opportunities will be taken at the detailed construction stage to utilise energy efficiency measures such as Fabric First (thermally insulated airtight construction), energy efficient heating and ventilation and low energy lighting, and to reduce water consumption.

Conclusion

In conclusion this RM Detail in Compliance with the Outline permission is considered acceptable, substantially in accordance with the Outline and with the 2006 Adopted Local Plan Review and Local Plan Part 1, countryside, highways and design policies. It will provide a legible and amenable layout accommodating both the pedestrian and vehicular user as resident and park and ride customer. Good quality spaces and buildings will be provided ensuring that the proposal settles well in to the sloping edge of countryside site at this fairly large scale. It will be well contained by the existing landscape framework and provide significant new planting for its own. Significant elements of it will be visible from the new and existing public realm and it is considered that it will provide much needed market and affordable housing whilst contributing to the character of this side of Winchester without detriment or harm to the local area.

Recommendation

Application Permitted subject to the following condition(s):

Conditions/Reasons

- 01 Approve the matters reserved by Condition 01 and 02 of Outline Planning Permission 10/00122/OUT for the following:
- Appearance
 - Layout
 - Scale
 - Landscaping

Other conditions still to be approved:

Programme of archaeological work (condition 04).
Scheme for retained trees protection (05).
Ecological Management Plan (06).

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Details of the Kilham Lane Link (07) (it's access on to Kilham Lane is subject to a S278 agreement with HCC).

Details of the Romsey Road footpath improvement works (08) (also subject to S278 agreement with HCC).

1 Reason: In order to clarify the approved matters.

2 Notwithstanding Approved Plans including Hard Landscape Plan Sheet 1 of 2 reference 420-10 Rev H, Hard Landscaping Plan Sheet 2 of 2 reference 420-11 Rev G, Soft Landscape Plan 1 of 4 429-20 Rev H and 2 of 4 429-21 Rev G and Illustrative Landscape Section 429-D05 Rev A (and supplementary to clause 4.1 and of the S106 for the Landscape and Open Space Strategy), prior to the commencement of development, the following details covering the whole of the site shall be submitted to and approved in writing by the Local Planning Authority:

i) existing and proposed levels, cross sections and contours (including: a cross section North-South through the road on the open space);

ii) the layout of the open space and LEAP including position of play equipment and any other structures;

iii) details and samples of suggested hard surface paving and setts;

iv) the decorative fencing of the garden boundaries to parking courts;

v) details of graded bunds to verge edges;

vi) planting species to verge and amenity spaces edges;

vii) all frontage park railings, all post and rail and perimeter fencing (with positions of stiles and any fencing required for pedestrian crossings) and all stock proof fencing;

viii) tree species for the PR tree copse; and

ix) Shared Access Road 2 (fronting house units 188 to 200) with demarcated 'pinch point' at its entrance, designed with shared space principles, flush kerbing and how it is to be marked out with colour setts and laying pattern.

Spiral guards and palisade fencing are not acceptable and any references on plans are not approved. The details shall accord with the Ecosa final version of Ecological Management and Mitigations Strategy.

Development shall be carried out in accordance with the approved details.

2 Reason: In the interests of visual amenities of the public realm and landscape character of the area, to deter casual parking and prevent harm to trees, for the protection of the ecological interests of the site and to ensure effective drainage.

3 There shall be no fencing of any kind erected, surrounding the play area and LEAP. No BT cabinets, Klargester or other such infrastructure or units shall be installed or provided or sited with the Open Space areas.

3 Reason: In the interests of visual amenities of the public realm and landscape character of the area and to ensure effective drainage.

4 Tree pits on verges and courtyards shall have a minimum Rooting Volume of 10m³ in undisturbed rooting zones with a minimum depth of 750mm and be planted with root

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deflectors. Lighting columns should be located on the opposite side of the road and be a minimum of 5 metres from trees.

4 Reason: To ensure the effective establishment and long term viability of all trees.

5 All hedge planting to rear parking courtyard areas should be maintained at a maximum height of 1.0m.

5 Reason: In the interests of allowing natural surveillance.

6 Prior to the commencement of development all lighting required for the whole site (other than street lighting which is to be submitted as part of condition 12 and PR pursuant to clause 9.1.1 in S106) shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved plans prior to the occupation of the dwellings or in accordance with a programme agreed with the Local Planning Authority.

6 Reason: In the interests of the amenities of the area and residents.

7 All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the completion of the development or in accordance with a programme agreed, with phasing as required, with the Local Planning Authority. If within a period of five years after planting any tree or plant is removed, dies or becomes, in the opinion of the Local Planning Authority, seriously damaged, defective or diseased another tree or plant of the same species and size as that originally approved shall be planted at the same place, within the next planting season, unless the Local Planning Authority gives its written consent to any variation.

7 Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

8 Details of the width, alignment, gradient and type of construction proposed for the roads and footways including all the relevant cross-section and longitudinal sections showing the existing and proposed levels together with the details of street lighting and the method of disposing of surface water, and details of a programme for the making up of the roads and footways shall be submitted to and approved in writing by the Local Planning Authority before development commences. The agreed details shall be fully implemented before the use hereby approved is commenced or in accordance with a programme, with phasing as required, with the Local Planning Authority.

8 Reason: To ensure that the roads are constructed to a standard, which may allow them to be taken over as a publicly maintainable highway.

9 The parking areas including the garages shall be provided in accordance with the approved plans before the dwellings are first occupied and thereafter permanently retained and used only for the purpose of accommodating private motor vehicles or other storage purposes incidental to the use of the dwellings as residences.

9 Reason: To ensure the permanent availability of parking for the properties.

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10 Prior to work commencing on the site, including demolition, a Construction Management Plan, Traffic Management Plan and Construction Phase Travel Plan, shall be submitted to and approved in writing by the Local Planning Authority.

The Construction Management Plan shall include the following details:

- Measures to be undertaken to minimise impacts on surrounding land.
- Timetable and dates for stages of the development, including land restoration at the completion of construction works.
- Dust suppression, mitigation and avoidance measures.
- Measures for minimising construction waste and provision for the re-use and recycling of materials.
- Noise reduction measures, including use of acoustic screens and enclosures, the type of equipment to be used and their hours of operation.
- Floodlighting and security lighting. (note: this must be directed in such a way as not to cause nuisance to adjoining properties or adjacent highway).
- Code of Construction Practice for all works and operations on the site.
- Measure to be taken to prevent contaminants from entering watercourses or the water environment and to protect drainage infrastructure.
- Use of fences and barriers to protect adjacent land, footpaths and highways.

A Traffic Management Plan shall include the following details:

- Construction vehicle routeing including signage,
- Provisions to be made for the parking and turning of operative, contractors and construction vehicles entering and leaving the site during the period of development including times of movement, hours of delivery, so as to avoid peak period traffic, neighbour notification, use of pointsmen etc.
- Measures to be taken to prevent mud from vehicles leaving the site during construction works being deposited on the public highway.

The Construction Management Plan, Traffic Management Plan and Construction Phase Travel Plan shall be adhered to throughout the duration of the construction period.

10 Reason: To ensure that all demolition and construction work in relation to the application does not cause materially harmful effects on nearby land, properties and businesses.

11 All properties which rely on parking courts for parking provision, shall provide prior to their occupation, a 'hardened' footpath (anything porous which prevents the grassed area from becoming muddy underfoot) from rear garden access to rear reception rooms across the garden area.

11 Reason: In order to create a safe, viable and continuous pedestrian route from the allocated car parking space to the dwelling unit and thereby reduce on casual and undesirable street car parking.

12 The roads and footways shall be laid out and made up in accordance with the specification, programme and details to be approved by the Local Planning Authority. No dwelling erected on the land shall be occupied until there is a direct connection from it

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completed to the approved specification [less the final carriageway and footway surfacing] to an existing highway.

12 Reason: To ensure that the roads and footways are constructed to a satisfactory standard.

13 Prior to the commencement of development, details of how the future maintenance of all roads, parking areas, areas beside carriageways (all areas not in private use and not included in the Landscape and Open Space Strategy for management specified in S106) not adopted by HCC, will be undertaken and managed by an appointed Management Maintenance Company or otherwise for the lifetime of the development, shall be submitted to and approved in writing by the Local Planning Authority. The approved strategy shall be implemented and development managed in accordance with it from the occupation of the housing or in accordance with a timetable agreed with the Local Planning Authority.

13 Reason: To ensure long term maintenance of public highways.

14 The windows as shown in gable end elevations and floor plans of the following properties: plots 27, 29, 71, 85, 121, 137, 144 and 200 shall be inserted in the dwellings prior to their completion, in accordance with approved amended plans received by cover letter dated 7th February 2014.

Elevations and floor plans showing window features in the following further properties: plot 1 southeast, plot 4 northwest, plot 8 northwest, plot 14 southeast, plot 18 northeast, plot 19 northeast, plot 41 northeast, plot 52 northwest; shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. These features shall be inserted in the dwellings prior to their completion.

14 Reason: In the interests of the visual amenities of the area as the elevations are large and highly visible in public realm.

15 Prior to the commencement of development, a full schedule of all external materials for each dwelling and samples of those materials, shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details, schedule and samples.

15 Reason: In the interest of the visual amenities of the public realm and to ensure a development of an acceptable quality over a large scale and on the edge of the countryside.

16 Construction of the dwellings hereby permitted shall not commence until 1:20 fully annotated plans, sections and elevation detail of the following, including annotated reference to the samples of the materials to be used, are submitted to and approved by the Local Planning Authority including:

- All eaves including verge details, soffits and barge boards (explosed rafters and fine detailing for boxed in eaves)
- Hips
- Ridges
- Windows (to be recessed by a minimum of 100mm)
- Doors and all fenestrated or other surrounds.

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- Garage doors (to be recessed by minimum of 100mm)
- Window headers, key stones, stone cills, other cills, surrounds.
- Parapets.
- Porches, porticos.
- Chimneys.

Development shall be carried out in accordance with the approved details.

16 Reason: In the interest of the visual amenities of the public realm and to ensure a development of an acceptable quality over a large scale and on the edge of the countryside.

17 Development shall not begin until the following details for the whole site have been submitted to and approved in writing by the Local Planning Authority:

- i) utilities layout plan;
- ii) foul water drainage scheme. The system shall be fully sealed to prevent the ingress of flood water into the sewerage network;
- iii) surface water drainage scheme. The scheme shall be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development.

The approved details shall also:

- i) ensure that all Avenue trees are satisfactorily accommodated to prevent harm to them and ensure their successful long term establishment;
- ii) show an integrated storm water system underneath parking spaces in all Courtyards;
- iii) include information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- iv) include a timetable for its implementation; and
- v) include a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable urban drainage scheme throughout its lifetime.

The scheme shall subsequently be implemented in accordance with the approved details before the occupation of the first property.

17 Reason: To prevent the increased risk of flooding, both on and off site, in line with the policy aims of the National Planning Policy Framework.

18 Before the pumping station is operated, a full acoustic report (with a scheme of attenuation measures) shall be submitted and approved in writing by the Local Planning Authority. If there is likely to be odour emanating from the plant, an olfactory assessment should also be undertaken. The equipment shall be installed and maintained in accordance with the approved scheme before the pumping station is brought into operation.

18 Reason: To protect the amenities of the occupiers of nearby properties.

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19 The connections to the southwest of the site through to the permissive footpaths/bridle paths shall be provided prior to the occupation of the first dwelling or in accordance with a timetable agreed with the Local Planning Authority, and kept available for public use in perpetuity.

19 Reasons: In the interests of improving connections across the site.

20 Development shall be carried out in accordance with the approved plans, unless as otherwise specified in the preceding conditions. The approved plans for the development hereby permitted include the following reference no.s:

Plans

- Revised Elevations, Floor Plans and Street Scenes – Drawing Schedule January 2014 (plots elevations to be updated with feature windows: plot 1 southeast, plot 4 northwest, plot 8 northwest, plot 52 northwest, plot 41 northeast, plot 19 northeast, plot 14 southeast and plot 18 northeast);
- Site Plan reference 1840/02 Rev A (February 7th);
- Proposed Planting Plan 1 of 4 reference 429-20 Rev H (to be updated);
- Proposed Planting Plan 2 of 4 reference 429-21 Rev G (to be updated);
- Proposed Planting Plan 3 of 4 Kilham Lane link reference 429-21 Rev B (to be updated);
- Proposed Planting Plan 4 of 4 Romsey Road reference 429-21 Rev B (to be updated);
- Hard Landscape Plan Sheet 1 of 2 reference 420-10 Rev H (to be updated);
- Hard Landscape Plan Sheet 2 of 2 reference 420-11 Rev G (to be updated);
- Illustrative Landscape Sections 429-05D Rev A (to be updated);
- POS Areas Plan reference 429-30 January 2014;
- Emergency Access Route June 2013 429-D03;
- Tree Planting Details 429-D04 Rev B;
- Play Area Proposals 429-24 June 2013.

Documents

- Planning Performance Agreement August 2013 and time extension email 30.01.14 email
- Transport Assessment 025.0018/RMTA/2 Paul Basham Associates August 2013;
- Planting and Maintenance Strategy Rev C 17.01.14 (to be updated);
- Affordable Housing schedule 23rd January 2014;
- Affordable Housing Strategy January 2014;
- Private Housing Schedule 4th October 2013;
- Ecological Management Plan (Version 2 January 2014 also submitted as an amendment to Outline condition 06).

Indicative only Plans

- Street Lighting plan reference 4699-00-SK01 (for information only);
- Drainage layout plan reference 4699-00-SK002 (for information only);
- Typical Mains layout footways and service margin 1 of 2 (for information only);
- Typical Mains layout footways and service margin 2 of 2 (for information only);
- Infiltration Basin detail reference 21595/C/SK03 (see also Appendix 4 of Flood Risk Assessment submitted with outline) providing information on levels.

The following plans and documents are not approved and omitted from the application:

Plans

All Superseded plans.

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Documents

- Travel Plan ref: August 2013 Report No. 025.0018/TP/2 Paul Basham (pursuant to Section 10 S106 for approval.);
- Materials Schedule.

20 Reasons: To ensure compliance and in the interests of clarity.

Informatives

1. In accordance with paragraphs 186 and 187 of the NPPF Winchester City Council (WCC) take a positive and proactive approach to development proposals focused on solutions. WCC work with applicants/agents in a positive and proactive manner by;

- offering a pre-application advice service and,
- updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this instance the applicant was updated of any issues after the initial site visit.
In this instance the applicant was provided with pre-application advice.

2. This permission is granted for the following reasons:

The development is in accordance with the Policies and Proposals of the Development Plan set out below, and other material considerations do not have sufficient weight to justify a refusal of the application. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning permission should therefore be granted.

3. The Local Planning Authority has taken account of the following development plan policies and proposals:-

Local Plan Part 1 - Joint Core Strategy: DS1, WT1, MTRA1, CP2, CP3, CP7, CP10, CP11, CP13, CP14, CP15, CP16, CP17, CP20, CP21.

Winchester District Local Plan Review 2006: DP3, DP4, DP5, DP.9, RT.4, T2, T4

4. All building works including demolition, construction and machinery or plant operation should only be carried out between the hours of 0800 and 1800 hrs Monday to Friday and 0800 and 1300 hrs Saturday and at no time on Sundays or recognised public holidays. Where allegations of noise from such works are substantiated by the Environmental Protection Team, a Notice limiting the hours of operation under The Control of Pollution Act 1974 may be served.

5. During Construction, no materials should be burnt on site. Where allegations of statutory nuisance are substantiated by the Environmental Protection Team, an Abatement Notice may be served under The Environmental Protection Act 1990. The applicant is reminded that the emission of dark smoke through the burning of materials is a direct offence under The Clean Air Act 1993.

6. The applicant is advised that one or more of the Conditions attached to this permission need to be formally discharged by the Local Planning Authority before works can commence on site. Details, plans or samples required by Conditions should be submitted to the Council at least 8 weeks in advance of the start date of works to give

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adequate time for these to be dealt with. If works commence on site before all of the pre-commencement conditions are discharged then this would constitute commencement of development without the benefit of planning permission and could result in Enforcement action being taken by the Council.

The submitted details should be clearly marked with the following information:

The name of the planning officer who dealt with application

The application case number

Your contact details

The appropriate fee.

Further information, application forms and guidance can be found on the Council's website - www.winchester.gov.uk.

7. When using infiltration methods to manage surface water runoff the Environment Agency would expect to see the system designed according to the following criteria:

- There should be no surface flooding resulting from the surcharging of the drainage system for storm events with a return period of up to 1 in 30 years.
- For storm events exceeding this surface flooding may be acceptable for short periods providing water is routed away from buildings, access ways and does not increase risk off site.
- There should be no flooding of buildings as a result of storms up to the 1 in 100 30% (climate change allowance) event.

The drainage strategy with the outline application stated that any surcharging of the drainage system will be routed along roads and into the proposed detention basin. The final drainage strategy will need to confirm that any resultant flooding that is routed along roadways will not impair safe access and egress. The strategy should also demonstrate that any overflow from the detention basin does not increase risk to off-site areas.

Water Framework Directive

In line with the objectives of the Water Framework Directive, full consideration needs to be given to the water quality of ground and surface water bodies in order to meet at least "good" status in all water bodies, or "good ecological potential" in all artificial or heavily modified water bodies, by 2027. It is essential that development does not cause deterioration to the status of that water body and that, where possible, schemes to enhance the status of the water body are undertaken as part of an application.

8. The applicant and the developer should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. An application for connection to the water supply is required in order to service this development. Please contact Atkins Ltd, Anglo St James House, 39A Southgate Street, Winchester SO23 9EH (tel 01962 858688) or www.southernwater.co.uk.

9. Lighting – Details submitted for the Park and Ride further to Clause 9.1.1 of S106 shall include beam orientation, a schedule of the hours of their operation, equipment in the

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design for luminaire type, mounting height, aiming angles and luminarie profile. This is in order to ensure that there is no detrimental impact on neighbouring properties.

10. Shared Surface principles are set out in Local Transport Note 1/11 Shared Space dated October 2011). This area shall be constructed as a LEVEL SURFACE - a street surface with no level difference to segregate pedestrians from vehicular traffic. One or both of the footways either side of the carriageway could be identified as a COMFORT SPACE - an area of the street predominantly for pedestrian use where motor vehicles are unlikely to be present.