

PLANNING DEVELOPMENT CONTROL COMMITTEE

10 NOVEMBER 2004

PLANNING APPLICATION FOR REPLACEMENT FIVE BEDROOM DETACHED DWELLING AND ERECTION OF 49 NO. DWELLINGS COMPRISING 12 NO. FOUR BEDROOM, 12 NO. THREE BEDROOM, 14 NO. TWO BEDROOM AND 11 NO. ONE BEDROOM DWELLINGS PROVIDED IN TWO AND THREE STOREY ACCOMMODATION WITH ASSOCIATED PARKING AND NEW ACCESS AND AMENITY SPACE, REMOVAL OF TREES INCLUDING A TREE IN THE PAVEMENT OF CHILBOLTON AVENUE TO FACILITATE SIGHT LINES, ASSOCIATED HIGHWAY WORKS AND POTENTIAL FOR A FOOTPATH CONNECTION TO GREENHILL ROAD

REPORT OF DIRECTOR OF DEVELOPMENT SERVICES

Contact Officer: John Hearn Tel No: 01962 848354

RECENT REFERENCES:

W18516 - Planning Application for 53 dwellings on land to rear of 8-22 Chilbolton Avenue, Winchester – 13 October 2003

W18516/01 – Planning Development Control (Chilbolton Avenue, Winchester) Sub-Committee Minutes of meeting held 13 September 2004.

EXECUTIVE SUMMARY:

This is the second application Linden Homes have submitted on the application site 'Land to the rear of 8 -22 Chilbolton Avenue, Winchester'. The original scheme was to build 53 dwellings with roads and other infrastructure. That application was refused in October 2003 and is currently at appeal. A two day public Inquiry is set for 8th March 2005.

This revised application was submitted on 10th June 2004. The applicant feels that this scheme addresses the previous concerns. The application is for 49 new dwellings and 1 replacement dwelling with associated roads and other infrastructure.

This scheme was considered by the Planning Development Control (Chilbolton Avenue, Winchester) Sub-Committee on 13th September 2004. The report and minutes are included in Appendix A and B at the end of this report.

In response to a number of issues raised at the Sub-Committee further negotiations have

taken place with the developer. Amended plans have been received which have been re-advertised and re-consultation has taken place.

The amendments have been assessed by officers and the findings are set out in this report. The amendments are considered to be acceptable.

RECOMMENDATION:

THAT PROVIDED APPROPRIATE LEGAL AGREEMENTS ARE ENTERED INTO WITH:

(A) HAMPSHIRE COUNTY COUNCIL TO SECURE:

- A CONTRIBUTION OF £147,000 FOR OFFSITE HIGHWAY IMPROVEMENTS TO THE CHILBOLTON AVENUE CORRIDOR AND TO THE WINCHESTER MOVEMENT AND ACCESS PLAN
- OFFSITE HIGHWAY WORKS TO PROVIDE A RIGHT HAND TURNING LANE INTO THE SITE AND RIGHT AND LEFT HAND TURNING LANES IN TO SARUM ROAD WITH PEDESTRIAN ISLANDS

(B) WINCHESTER CITY COUNCIL TO SECURE:

- Provision of affordable housing (15 units – plots 18 to 31)
- Provision of off site public open space through the open space funding system
- Provision of open space within the site and its future maintenance
- A long term landscape management plan for all soft and hard landscaped areas other than private gardens
- Public access to the open space on the site
- Provision of a footpath within the site to connect with a footpath from the garage court in Greenhill Road in the event that it is developed for housing

THEN PLANNING PERMISSION BE GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:-

(Note: if the legal agreements are not completed within 6 months then the application may be refused without further reference to committee)

Conditions/Reasons

01 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

01 Reason: To comply with the provisions of Section 91 (1) of the Town and Country Planning Act 1990

02 No development shall take place until details and samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details before the dwellings are occupied.

02 Reason: To ensure that the development presents a satisfactory appearance in the interests of the amenities of the area.

03 No development shall take place until details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved before the houses are occupied. These details shall include the following, as relevant:

03 - existing and proposed finished levels or contours:

03 - means of enclosure, including any retaining structures:

03 - car parking layout:

03 - other vehicle and pedestrian access and circulation areas:

03 - hard surfacing materials

03 - minor artefacts and structures (e.g. street furniture, play equipment, refuse or other storage units, signs, lighting etc):

03 - proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc, including lines, manholes, supports etc.):

03 Soft landscape details shall include the following as relevant:

03 - planting plans at a scale no smaller than 1:200

03 - written specifications (including cultivation and other operations associated with plant and grass establishment:

03 - schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate:

03 - retained areas of grassland cover, scrub, hedgerow, trees and woodland;

03 - manner and treatment of watercourses, ditches and banks:

03 - implementation programme:

03 Reason: To approve the appearance of the site in the interests of visual amenity.

04 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no development permitted by Classes A, B, C, D, E other than small garden sheds, which are no greater than 12 square metres floor area measured externally and no greater than 2.5 metres in height, of Part 1 of Schedule 2 of the Order, shall be carried out without the prior written consent of the Local Planning Authority.

04 Reason: To protect the amenities of the locality and to maintain a good quality environment

05 No development shall take place until details of any electricity sub station or gas governor, needed to serve the development, have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details before the houses are occupied.

05 Reason: To improve the appearance of the site in the interests of visual amenity.

06 No development shall take place until details of all walls, fences, railings and other means of enclosure (details shall include positions and typical elevations at 1:20 scale), have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details before the houses are occupied.

06 Reason: To improve the appearance of the site in the interests of visual amenity

07 Details of the provision to be made for the storage and disposal of refuse from the dwellings shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted is commenced. This provision shall be fully implemented in accordance with the approved details before the dwellings are occupied.

07 Reason: In the interests of the amenity of the locality

08 Detailed proposals for the disposal of foul and surface water shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved details shall be fully implemented before the buildings are occupied.

08 Reason: To ensure satisfactory provision of drainage

09 No development, or works of site preparation or clearance, shall take place until details, including plans and cross sections of the existing and proposed ground levels of the development and levels at the boundaries of the site and the height of the ground floor slab and damp proof course in relation thereto, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details before the dwellings are occupied.

09 Reason: To ensure a satisfactory relationship between the new development and adjacent buildings, amenity areas and trees.

10 In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars, and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building(s) for its permitted use.

a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Work).

b) If any tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time as may be specified in writing by the Local Planning Authority.

c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with details contained in the report from Jeremy Barrell (reference document RD4004AIA dated 02/06/04) and erected in the positions shown on drawing number 1408/16, which forms part of that report, before any equipment, machinery, or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

10 Reason: To ensure the protection of trees which are to be retained.

11 All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out before the use hereby permitted is commenced and prior to the completion of the development or in accordance with the programme agreed 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.

11 Reason: To ensure the provision, establishment and maintenance of a reasonable

standard of landscape in accordance with the approved designs.

12 The existing trees shown as being retained on the approved plan shall not be lopped, topped, felled or uprooted without the prior written approval of the Local Planning Authority. These trees shall be protected during building operations by the erection of fencing in accordance with BS 5837.

12 Reason: To retain and protect the trees which form an important part of the amenity of the area.

13 No development shall commence until details of street lighting to roads and footpaths has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details before the houses are occupied.

13 Reason: In the interests of the amenity and safety of the area.

14 Details of provisions to be made for the storage of building materials, excavated materials and plant, and the parking and turning on site of operative and construction vehicles during the period of development shall be submitted to and approved in writing by the Local Planning Authority and fully implemented before development commences. Such measures shall be retained for the construction period.

14 Reason: In the interests of highway safety.

15 No development shall commence until details of any proposed surgery or other works to any retained tree, or of any tree on land adjacent to the site have been submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details before the houses are occupied.

15 Reason: To ensure the continued amenity afforded by the tree(s) in question.

16 Details of measures to be taken to prevent mud from vehicles leaving the site during construction works being deposited on the public highway shall be submitted to and approved in writing by the Local Planning Authority and fully implemented before development commences. Such measures shall be retained for the duration of the construction period. No lorry shall leave the site unless its wheels have been cleaned sufficiently to prevent mud being carried onto the highway.

16 Reason: In the interests of highway safety.

17 The proposed access and drives, including footways and verge crossing shall be laid out and constructed in accordance with specifications to be first submitted to and approved in writing by the Local Planning Authority.

NOTE A licence is required from the Chief Engineer, Winchester City Council prior to commencement of access works.

17 Reason: To ensure satisfactory means of access.

18 Details of the width, alignment, gradient and type of construction proposed for the roads, footways and accesses including all relevant horizontal cross-sections 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 footpaths shall be submitted to and approved in writing by the Local Planning Authority before development commences. The agreed details shall be

fully implemented before development commences.

18 Reason: To ensure that the roads are constructed to a satisfactory standard,

19 The parking area and garages shall be provided before the residential development is brought into use and shall be maintained and kept available thereafter.

19 Reason: To ensure the provision and retention of the parking areas and garages in the interests of local amenity and highway safety.

20 No development shall take place until details of earthworks have been submitted to and approved in writing by the Local Planning Authority. These details shall include the proposed grading and mounding of land areas including the existing and proposed levels and contours, showing the relationship of proposed mounding to existing vegetation and surrounding landform. Earthworks shall be carried out in accordance with the approved details prior to the completion of the development.

20 Reason: In the interests of maintaining the amenity value of the area.

21 1:50 fully annotated plans, sections and elevations of each building type, and 1:20 details of the following, shall be submitted to and approved by the Local Planning Authority before development commences:

- Eaves
- Hips (which shall be bonnet hips with units 18/19 and 38 to 47)
- Ridges
- Chimneys
- Windows (which shall show a minimum of 100mm reveals)
- Window heads and sills
- Stone surrounds to windows
- Safety rails to windows
- Rendered banding
- Metal gates to bin stores and storage areas
- Porches
- Metal gates to flats
- Garden gates
- Entrance doors
- Garage doors
- Rainwater gear
- Pillars and Pilasters
- Stone copings and parapets
- Stone cornices
- Stone plinths

The development shall be implemented strictly in accordance with the approved details before the houses are occupied.

21 Reason: In the interest of visual amenity.

22 Construction of the last two dwellings (these plot numbers to be agreed in writing with the local planning authority before development commences) shall not commence above slab level until the landscaping of the remainder of the application site has been carried out in accordance with the approved landscaping details. Unless otherwise agreed in writing by the Local Planning Authority.

22 Reason: To improve the appearance of the site in the interests of visual amenity

23 The development hereby permitted and any subsequent approvals submitted in accordance with the above conditions, shall be implemented and completed in accordance with the approved plans and details unless otherwise agreed in writing by the Local Planning Authority.

23 Reason: In the interest of visual amenity.

24 No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Landscape maintenance shall be carried out in accordance with the approved schedule.

24 Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal, public, nature conservation and historic significance.

25 The existing access to the site shall be stopped up and abandoned and the footway crossing shall be reinstated to the requirements of the Local Planning Authority, immediately after the completion of the new access hereby approved and before the new access is first brought into use.

25 Reason: In the interests of highway safety and the amenities of the area.

INFORMATIVES

01. 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 54A of the Town and Country Planning Act 1990 (as amended), planning permission should therefore be granted.

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

Hampshire County Structure Plan Review: UB1, UB3, T4, T5, T6, H1, H2, H7, H8, R2, E6, E8, E.19

Winchester District Local Plan Proposals: H.1, H.7, EN.1, EN.5, EN.7, EN.8, EN.9, EN.13, RT.3, RT.6, T.8, T.9, T.11, W.1, W.27, W.29

Emerging Development Plan- WDLP Review Deposit and Revised Deposit: H.1, H.2, H.5, RD06.17, RD06.23, H.7, DP.1, DP.3, DP.5, DP.6, DP.10, DP.11, DP.12, RT.3, T.1, T.2, T.3, T.4, T.5, T.8, W.1, W.6

03. All work relating to the development hereby approved, including works of demolition or preparation prior to operations, should only take place between the hours of 0800-1800 Monday to Friday and 0800-1300 Saturdays and at no time on Sundays and Bank Holidays, unless otherwise agreed in writing by the Local Planning Authority.

PLANNING DEVELOPMENT CONTROL COMMITTEE

10 NOVEMBER 2004

PLANNING APPLICATION FOR REPLACEMENT FIVE BEDROOM DETACHED DWELLING AND ERECTION OF 49 NO. DWELLINGS COMPRISING 12 NO.FOUR BEDROOM, 12 NO. THREE BEDROOM, 14 NO. TWO BEDROOM AND 11 NO. ONE BEDROOM DWELLINGS PROVIDED IN TWO AND THREE STOREY ACCOMMODATION WITH ASSOCIATED PARKING AND NEW ACCESS AND AMENITY SPACE, REMOVAL OF TREES INCLUDING A TREE IN THE PAVEMENT OF CHILBOLTON AVENUE TO FACILITATE SIGHT LINES, ASSOCIATED HIGHWAY WORKS AND POTENTIAL FOR A FOOTPATH CONNECTION TO GREENHILL ROAD

REPORT OF DIRECTOR OF DEVELOPMENT SERVICES

DETAIL:

1.0 **Introduction**

1.1 A description of the application, the planning history, planning policies, consultation responses to the application as originally submitted, representations to the application as originally submitted and the planning considerations are set out in the attached reports: **Appendix A** – Report of Director of Development Services to 13th September 2004 Chilbolton Avenue Sub-Committee, **Appendix B** – Minutes of that meeting.

1.2 The Sub-Committee, which met on the 13 September 2004, identified 6 issues which needed further consideration and these were endorsed by the Planning Development Control Committee on 27th September 2004. The issues were:

- Highways
- A better mix of affordable housing to include some 3 bedroom dwellings
- To better integrate the affordable housing throughout the scheme
- The play areas and open space
- The design of the replacement dwelling at no. 10 Chilbolton Avenue
- The development's likely impact on wider views

1.3 Negotiations have continued with the developer and as a result amended plans and further information have been submitted for consideration. The amended application has been relisted and new site notices posted. Letters have been sent to neighbours advising them of the amendments and informing them that the application will be presented to this Committee. They have been advised that there will be an opportunity to speak at Committee on the amendments. The amendments have been deposited at Planning Reception in Avalon House for public viewing. Further internal and external consultations have also been carried out.

1.4 The amendments have been assessed by officers and the findings are detailed below in the section entitled 'Planning Considerations'.

2.0 Representations received on the amended plans

2.1 At the time of writing 8 letters of objection have been received and no letters of support. The consultation for the public ends on 29 October 2004. Additional letters received will be reported orally to Committee. The points covered in the letters so far received are summarised below:

- Development out of keeping with the character with the area and is overdevelopment
- Buildings are too high and will overpower the area
- The increased height of units 24 and 25 will cause overlooking
- Insufficient open and play space which near to a busy road poses serious risk to children looking for somewhere to play.
- Local schools don't have enough spaces for increased number of children
- Local facilities – schools, hospitals, public transport etc will come under increased pressure and dilute the services for existing residents
- The junctions of Romsey Road and Sarum Road are already heavily congested. Proposals will make things worse.
- Off site highway works proposed are unacceptable – will increase queues at junctions and obstruct visibility and obstruct Sarum Road junction
- Inadequate parking provision which will lead to illegal parking on the road
- Pedestrian safety with an increase in traffic particularly school children and the elderly
- Proposed footpath link to Greenhill Road is not wide enough to be a dedicated footpath
- Removal of Lime tree for sight lines is unacceptable – is a vital public amenity and significant to character of area.
- Trees lining Chilbolton Ave have TPO's on them and should not be removed
- Removal of 57 established trees on site is unacceptable.
- Proposals will set a precedent for excessive back garden/piecemeal development – should wait for Chilbolton Ave master plan which is currently in production

3.0 Responses from consultees on the amended plans

3.1 Highways (WCC)

Previously raised concerns over turning head which have now been satisfactorily addressed. Details of secure undercover cycle parking have been provided. Therefore no objection subject to conditions.

3.2 Highways (HCC)

Hampshire County Council Highways department are satisfied that the removal of the Lime tree adjacent to the proposed access would overcome their concerns regarding visibility splays at the proposed access.

A financial contribution of £3,000 per dwelling (£147,000 in total) to provide off site transport improvements has been agreed and should be secured by a section 106 agreement.

3.3 Landscape (Trees)

Largely in agreement with the findings of the developer's consultant arboriculturist. The replanting of the Lime tree would be a solution. It would have space to mature and its long term viability could be assured. However were the tree to be retained it would still have some short term viability and contribute to the amenity of the street scene.

3.4 Landscape (Open Space)

The repositioning of the car parking has resulted in a small increase in open space, although there is still a shortfall of approximately 530 square metres. It had previously been agreed that the shortfall could be dealt with by a commuted payment. However this was without the knowledge that there were no other readily accessible open space areas in the locality.

Notwithstanding the above the application is generally an improvement on earlier schemes. It responds effectively to the local well treed building and landscape pattern and creates a distinctive sense of space. There is better continuity of frontages and the enclosure of open spaces. The main public open space is central to the development, clearly defined and would appear to be safely overlooked, uncluttered and well planted. It is more useable now that the car parking spaces have been repositioned. The development is accessible from both Chilbolton Avenue and Greenhill Road (subject to the development of the garage block site – Greenhill Road, which provides for a footpath link) and a clear entrance and arrival space and a recognisable route through the site. In landscape design and site planning terms the application is a successful response to the site. Suggests conditions.

3.5 Housing Enablement

The mix of affordable housing has been amended to include two 3 bedroom houses (in place of two 2 bedroom houses): this is acceptable.

However there are still some concerns about the integration of the affordable housing although the developer have made it very plain that they are not prepared to negotiate on this.

4.0 **Planning Consideration**

4.1 Consideration has been given to the 6 issues (see paragraph 1.2 above)

4.2 Highways issues and the loss of the Lime tree.

The City Council's Highway Engineer has assessed the internal detail of the scheme and is now satisfied with the amendments.

The County Highway Authority has successfully negotiated a financial contribution from the developers which will go towards improvements to the Chilbolton Avenue Corridor and the Winchester Movement and Access Plan.

The developer has made a firm proposal to remove a mature Lime tree within the pavement of Chilbolton Avenue to enable satisfactory sight lines from the access road to the south to be achieved. The developer's Arboricultural Consultant has considered the viability of this tree and its replacement with a semi mature Lime tree within the front garden of number 10 Chilbolton Avenue.

He states that the mature tree has a significant amenity value in itself but merges in with other trees along Chilbolton Avenue when viewed obliquely in both directions. The tree has no obvious defects. The base of the trunk is growing out over the kerb and tarmac is lifting along the roots in the pavement. Recently tarmac to one side has been replaced. He states that the tree is not sustainable beyond the short term. He has identified many gaps along Chilbolton Avenue where trees have been removed by the Highway Authority and not replaced.

The proposal is to plant a semi mature tree, up to 8m tall, 4 metres from the position of the existing tree where it will have room to grow. While it would not immediately replace the lost amenity, the potential amenity of the replacement would be significantly greater than the existing tree because it would be in a sustainable location and could be protected by a Tree preservation Order.

The Council's Arboricultural Officer has stated that he agrees with the findings of the developer's consultant arboriculturist. The replanting of the Lime tree is a more sustainable solution. It would have space to mature and its long term viability could be assured. However were the tree to be retained it would still have some short term viability and contribute to the amenity of the street scene.

The removal of this mature tree is necessary if the development is to go ahead. The developer and the County Council (as Highway Authority) have looked carefully at this and come to the conclusion that there is no other alternative. Without the tree's removal the access would be unsatisfactory and the County Council would have to maintain an objection to the development.

In addition the developer is proposing some traffic management measures within the carriageway of Chilbolton Avenue to facilitate traffic manoeuvring into and from the site. This will be achieved 'road markings' and 'ghost islands', which are shown on the amended plan.

4.3 A better mix of affordable housing to include some 3 bedroom dwellings

The amended plans show two of the social housing units (units 24 and 25) changed from 2 bedroom dwellings to 3 bedroom dwellings. This is achieved by raising the roofs pitches from 30 degrees to 40 degrees and by inserting a bedroom in each roof. These two dwellings are within the body of the development and not close to boundaries. The increased height will not adversely affect neighbours in any way. In addition, stepping up the roof will add some relief in an otherwise long ridge.

Now that 3 bedroom dwellings are included, the Housing Enablement Officer is satisfied with the mix of social units.

4.4 Better integrate the affordable housing throughout the scheme

Long discussions have taken place with the developer and his agent. The developer is not prepared to 'pepper pot' the social housing throughout the site. The developer feels that the social housing has been provided in a prime location at the centre of the site and adjacent to the open space. Often affordable housing units are placed at the extremities of a site which is not the case here. The developer states that there is no policy foundation to insist that the housing is spread throughout the scheme.

4.5 The play areas and open space

It was explained by the Open Space Officer at the Sub Committee that there was a deficiency in amenity space and that he had agreed with the developer that this could be commuted by a financial contribution. In an attempt to redress this the developer has adjusted the layout to remove 5 car parking spaces from the open space and has confirmed that he is prepared to design these spaces with landscape and equipment to a very high standard. The developer has stated that any attempt to increase the amount of open space on the site would result in a complete redesign with the loss of units, which the developer is not prepared to do as the scheme would not then be viable.

4.6 The design of the replacement dwelling at no. 10 Chilbolton Avenue

The north elevation of the new house at number 10 Chilbolton Avenue has been redesigned so that windows overlook the new access road. Additionally a side gate to the front door has been inserted. This is now satisfactory

4.7 The developments likely impact on wider views

Further photographic evidence has been submitted to demonstrate that the development will not impact adversely in wider views. This will be demonstrated to Committee.

5 **Planning Obligations/Agreements**

- 5.1 In seeking the planning obligation(s) and/or financial contributions for this development the Local Planning Authority has had regard to the tests laid down in Circular 1/97 which requires 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.

OTHER CONSIDERATIONS

6 **Corporate Strategy (Relevance to):**

- 6.1 To look after the built and natural environment for the benefit of present and future generations

7 **Resource implications**

- 7.1 None

BACKGROUND DOCUMENTS:

Correspondence held on planning application file 04/01484/FUL

APPENDICES: A – Sub-committee Report of the 13 September 2004

B – Minutes of the Sub-committee of the 13 September 2004

PDC452
FOR DECISION
WARD(S): ST PAULPLANNING DEVELOPMENT CONTROL (CHILBOLTON AVENUE, WINCHESTER) SUB-COMMITTEE13 September 2004PLANNING APPLICATION FOR 49 NEW DWELLINGS AND 1 REPLACEMENT DWELLING ON LAND TO THE REAR OF 8 -22 CHILBOLTON AVENUE, WINCHESTER. PLANNING APPLICATION NO. 04/01484/FULREPORT OF DIRECTOR OF DEVELOPMENT SERVICESContact Officer: John Hearn Tel No: 01962 848354RECENT REFERENCES:

PDC358 - Planning Application for 53 dwellings on land to rear of 8-22 Chilbolton Avenue, Winchester – 13 October 2003

PDC364 – Planning Development Control (Chilbolton Avenue, Winchester) Sub-Committee Minutes of meeting held 13 October 2003 – 23 October 2003

EXECUTIVE SUMMARY:

This is the second application Linden Homes have submitted on the application site 'Land to the rear of 8-22 Chilbolton Avenue, Winchester'. The original scheme was to build 53 dwellings with roads and other infrastructure. The application was refused in October 2003 and is currently at appeal.

A revised application has been submitted. The applicant feels that this new scheme takes into consideration previous concerns. The application is for 49 new dwellings and 1 replacement dwelling with associated roads and other infrastructure.

Full consultation has been carried out and the responses are set out in this report. A thorough public consultation exercise has taken place and concerns and objections are set out in the 'representations' section in this report.

In response to consultations, third party representation and a thorough site and contextual assessment, further negotiations have taken place with the developer. Amended plans have just been received which have been readvertised and re-consultation is underway. Officers will report on comments received at the Sub-Committee.

In assessing the application, key issues have been identified and these are explained in the report.

RECOMMENDATION:

That the application be considered and that recommendations be made to the Planning Development Control Committee.

PLANNING DEVELOPMENT CONTROL (CHILBOLTON AVENUE, WINCHESTER) SUB-COMMITTEE

13 September 2004

PLANNING APPLICATION FOR 49 NEW DWELLINGS AND 1 REPLACEMENT DWELLING ON LAND TO THE REAR OF 8-22 CHILBOLTON AVENUE, WINCHESTER. PLANNING APPLICATION NO. 04/01484/FUL

Report of the Director of Development Services

DETAIL:

1.0 INTRODUCTION

- 1.1 This application has been submitted by Linden Homes to redevelop the rear section of gardens at 8-22 Chilbolton Avenue. The proposal is to retain the existing houses fronting Chilbolton Avenue, with the exception of number 10 which is to be demolished and replaced, and build 49 new dwellings in the rear gardens.
- 1.2 Chilbolton Avenue is located to the western edge of Winchester and is characterised by its long wide tree lined road with large detached properties which are set back from the road within substantial plots of land. The application site is located to the eastern side of Chilbolton Avenue and comprises all of the curtilage of number 10 and parts of the garden areas of numbers 8, 12, 14, 16, 18, 20 and 22.
- 1.3 The 49 dwellings are to be provided in 9 blocks/buildings. The accommodation comprises 12 no. 4 bedroom, 10 no. three bedroom, 16 no. two bedroom and 11 no. one bedroom dwellings in terraced units, semi detached units and flats.
- 1.4 A new access to the site is proposed between number 10 and 12 Chilbolton Avenue. The access road within the site extends along the western boundary of the site which will be the new rear garden boundaries of the Chilbolton Avenue properties. Traffic calming measures are proposed. 77 parking spaces are proposed within the site of which 22 will be integral to dwellings with the remaining 55 spaces provided across the development.
- 1.5 Footways will be provided throughout the site with provision made for a link through to Greenhill Road.
- 1.6 A Transport Assessment has been produced and Hampshire County Council's Highways Department are currently in negotiation regarding the strategic highways issues.
- 1.7 There is substantial tree cover throughout the site. An Arboricultural report has been provided. This shows that 57 trees in total are proposed to be removed (although many of these are ornamental garden trees) and specifies through a landscaping strategy the retention and augmentation of existing planting.
- 1.8 Since the application has been submitted further negotiations have taken place with the developer and amendments have been submitted and re-advertised. These will be explained at the Sub-Committee together with the responses from the re-consultation process.

2.0 HISTORY

- 2.1 A previous application was submitted in 2003 by Linden Homes for the site. The proposal was for 53 dwellings. This application was refused and is currently at appeal. Broadly, the grounds for refusal were: loss of trees, impact on the character of the area, highway safety and other issues, un-neighbourly development, affordable housing issues, lack of public open space, internal design and layout issues.

3.0 CONSULTATIONS

- 3.1 Consultation has been carried out with a number of statutory and non-statutory consultees. The initial responses are summarised below. Further consultation is underway regarding the amended plans and the responses will be reported to the Sub-Committee.

- 3.2 **Highways Engineer (WCC)** has been in discussion with applicant and understands that only the first section of the access road will be to an adoptable standard and that the remaining section of road will remain in private ownership for perpetuity.

- 3.3 **Highways Engineer (HCC)** has raised concerns over access and achievable visibility splays and requested further information. The Officer raised concerns regarding the current ability for the highway network to accommodate the additional traffic. An off-site highways contribution would be required towards the costs of improvement works to the local highway network. Further negotiations are continuing.

- 3.4 **Landscape – Trees (WCC)** Various issues raised –

New planting: The space indicated for new planting is inadequate in some cases and not all locations are suitable. Planting along the access roads, if possible in terms of space, would result in severe crown damage from passing vehicles. Questionable if trees could become established in confined spaces such as around the octagonal houses and between car parking spaces.

Retention of good trees: A number of good quality trees are due to be lost due to development. As many trees on site are 'poor' quality, there is a question in regard to the appropriateness of removing 'good' quality trees and the officer suggests they be incorporated into the site layout and that adequate tree protection measures be implemented.

Ground protection: Implementation of ground protection zones is difficult and given so few trees are to be retained, full BS5837 fencing should be used to protect these trees. This will require changes in layout and design.

Pedestrian Access: Footpaths through the vegetation at the rear of properties in Greenhill Road would be difficult to implement.

- 3.5 **Landscape – Open Space (WCC)** Some concerns are raised over loss of trees and wildlife habitats and suggest independent advice be sought. The officer considers there is now sufficient recreational open space, however the full provision for play space has not been accommodated and a contribution to the open space fund will be necessary for both this and the sport requirement. There will also be a need to know how the areas of open space are to be maintained. Apart from the above concerns the officer raises no objections subject to conditions

- 3.6 **Housing Enabling Officer (WCC)** would like to see a few 3 bedroom houses as part of the affordable 'stock' and is concerned that the development proposes no 1

bedroom open market properties. The affordable housing should be integrated throughout the site and not in one 'zone' as is proposed.

- 3.7 **Architects Panel** The design is not felt to be in keeping but more appropriate for an urban rather than suburban location. The panel question appropriateness of layout, form and variety of architecture. Suggests a master plan is commissioned by WCC for the whole of Chilbolton Avenue.
- 3.8 **Environment Agency** No objections.
- 3.9 **Engineering – Drainage (WCC)** The public foul sewer to the Greenhill Road sewer will require crossing third party land. Southern Water should be consulted on capacity of foul water sewers and connection points.
- 3.10 **Environmental Health (WCC)** No objections.
- 3.11 **Southern Water** The new on-site sewers which are to be offered for adoption should be located in highways or open areas to which vehicular access would be possible. The point and details of connection to the public sewer will require the formal approval of Southern Water Services Ltd. There are no public surface water sewers in the vicinity of the site. No surface water should be discharged to the foul sewers as this could cause flooding to downstream properties. Development should not commence until details of the proposed means of foul and surface water disposal has been submitted to and approved by the local planning authority. It may be necessary for foul sewage to be pumped from the proposed development to the sewer. A water supply for the proposed development can be provided in accordance with our normal conditions.

4.0 REPRESENTATIONS

- 4.1 An extensive neighbour notification exercise has been carried out. At the time of writing, 37 letters of objection have been received and 1 letter of support. The general themes of the responses are outlined below:
- Overdevelopment – the houses are of too high density and inappropriate for Winchester.
 - The character of the town is being eroded and we should be preserving the diversity of housing stock and not turning Winchester into a large housing estate.
 - The replacement of no. 10 Chilbolton Avenue is out of keeping and would set and undesirable precedent.
 - The design of the dwellings is out of character with the area. Chilbolton Avenue is characterised by large detached dwellings not mixed development.
 - There is lots of development and proposed development along Chilbolton Avenue. This would set a precedent and the combined impacts must be considered.
 - The site is elevated and the large 3 storey properties will dominate the skyline and adversely affect the views of Winchester.
 - Chilbolton Avenue is classed as EN1 and should be given the same considerations as a conservation area.
 - There is a demand in Winchester for large family houses.
 - The local schools and hospitals do not even have the capacity to accommodate the existing population.

- There will be increased over lighting of the night sky.
- The site is not sustainable as there are no local shops or schools within walking distance and no bus services along Chilbolton Avenue.
- Noise pollution particularly during construction.
- Additional traffic will cause more congestion and pollution along Chilbolton Avenue and across Winchester.
- The access proposed is dangerous particularly so close to a busy and dangerous cross roads.
- Visibility out of the access is very poor.
- The access into the site is too narrow.
- The trip rates suggested in the traffic assessment are too low.
- There is a lack of pedestrian crossing points on Chilbolton Avenue which the developer should address.
- The 3 storey development set at a elevated position to the surrounding area will be over bearing.
- Greenhill Road houses are set at a much lower level, the bulk of the design and proximity of the blocks of houses will be incongruous, intrusive, reduce privacy and block sunlight.
- The increase in hard surfacing will increase runoff and reduce the risk of flooding downstream.
- There will be a significant loss of wildlife habitats.
- There is insufficient green space or play space provided and very little nearby. Additionally the gardens are too small to be of value.
- The loss of trees is unacceptable and would radically alter the setting of this part of the town. The trees provide a necessary green lung in an over crowded and polluted town.
- The boundary screening to Greenhill Road is partially deciduous and so will provide little privacy screening in the winter.
- New planting proposed will take many years before the trees reach maturity or be of any significant value to the community.
- Concerns over who will maintain the boarder between the development and Greenhill Road properties.
- The footpath linking Greenhill Road is too narrow and to be shared with vehicles. This is not safe for pedestrians.
- The pedestrian link to Greenhill Road will present a safety issue for neighbouring properties.
- There are several inaccuracies in the design statement regarding public amenity space, shops, hospitals and bus routes and housing types in the area.
- No development should take place on Chilbolton Avenue until a neighbourhood design statement has been produced.

4.2 The Winchester Group for disabled people

- 4.3 The plans for the new dwellings and associated car parking facilities should take into account the needs of disabled people. Steps to the front and rear entrances should be avoided as far as possible and corridors and passages should be wide enough to enable wheelchair access and use where possible. Consideration should also be given to providing accessible light switches and electrical sockets.

4.4 City of Winchester Trust

4.5 Generally supportive – would have preferred a more contemporary approach. Layout is ingenious and more considerate of the amenities of neighbouring properties. Curved terraces seem least successful part of design as are out of keeping with the rest. The long curved building which will be so evident when you enter the site is rather heavy looking and ponderous. Building E needs further design consideration.

4.6 Ward Councillor Concerns

4.7 There are some inaccuracies within the design statement regarding long views across the town (for example from St Giles Hill) as well as incidences in the sustainability plan which have marked school and college locations as post office and convenience stores.

4.8 Block A with its 3 storeys will overlook the gardens and backs of Greenhill Road especially numbers 166 to 174. There are parts of the hedgerow and tree line bordering Greenhill Road that could be made denser to mitigate the effects of the new buildings. Would like to know how the common parts of the site will be managed ie. trees open spaces etc.

4.9 The contribution of the trees gives much of the top of Greenhill road its landscape quality.

4.10 The height of blocks B and D are of concern, they will be dominant to the neighbouring properties, the more so as the proposed buildings are uphill from Greenhill Road. Blocks B and D will also cause a loss of sunlight. The longer views of the development will impact the public realm. The pedestrian link to Greenhill Road is too narrow and would create safety issues for pedestrian coming into conflict with vehicles.

5.0 RELEVANT POLICIES

5.1 **Hampshire County Structure Plan**

UB1, UB3, T4, T5, T6, H1, H2, H7, H8, R2, E6, E8, E.19

5.2 **Winchester District Local Plan**

H.1, H.7, EN.1, EN.5, EN.7, EN.8, EN.9, EN.13, RT.3, RT.6, T.8, T.9, T.11, W.1, W.27, W.29

5.3 **Emerging Winchester District Local Plan**

H.1, H.2, H.5, RD06.17, RD06.23, H.7, DP.1, DP.3, DP.5, DP.6, DP.10, DP.11, DP.12, RT.3, T.1, T.2, T.3, T.4, T.5, T.8, W.1, W.6

5.3 **Supplementary Planning Guidance**

Achieving a better mix in New Housing Development
Winchester Housing needs survey
Winchester District Urban capacity study
Movement Access Streets and Spaces
Winchester City and its Setting

5.4 **Government Policy**

- PPG 1 General Policy and Principles
- PPG 3 Housing
- PPG 13 Transport
- PPG 17 Sport and Recreation

6.0 CONSIDERATIONS

6.1 The main issues which officers feel the Sub-Committee should address are as follows:

6.2 Highways issues

6.3 There are issues regarding sightlines onto Chilbolton Avenue and the capacity of the strategic highway network to accommodate further traffic. Highway Engineers will attend the Sub-Committee to advise Members.

6.4 Affect on the amenity of neighbours

6.5 This has been looked at carefully and the applicant has been asked to provide more information including sections to demonstrate more clearly the relationship of this development to existing dwellings. The sections and relationships of new development with adjoining houses will be explained at the Sub-Committee.

6.6 Loss of Trees

6.7 When the Sub-Committee last visited the site they noted the existence of the mature trees. Some of these are proposed to be removed but not generally those around the periphery. The strategy promoted by the developer is that the removal of some trees to allow a better layout is justified in this instance. The loss of some trees, argues the developer, will be more than compensated by the replanting of semi-mature trees to provide for longevity of mature tree cover within the Chilbolton Avenue area, which is important in long views across the town.

6.8 Impact of the development on the public realm

6.9 Although the application site it is not very visible from Chilbolton Avenue, Greenhill Road or Sarum Road some of the trees are, particularly those along the boundary of the site with the properties in Greenhill Road. Some of the tall trees are also visible from Chilbolton Avenue. Most of the visible trees are to be retained but some will be lost.

6.10 The entrance to the site and the replacement house will have a significant impact in Chilbolton Avenue and this needs to be considered carefully. The applicant has been asked to give this further consideration, particularly how the replacement house (No 10 Chilbolton Avenue) and No 12 Chilbolton Avenue will relate to the new access road. The proposals as submitted show hard boundary treatment either side of the access road for a considerable distance. Officers consider this will appear stark and unwelcoming on approaching the site. An explanation of this issue will be given to the Sub-Committee.

6.6 Type and mix of affordable units

6.7 The applicant has been asked to consider a greater distribution of the affordable housing throughout the site (pepper-potting).

6.8 Pedestrian Link to Greenhill Road

6.9 It has always been envisaged that, should this site be developed, it should provide a pedestrian link through to Greenhill Road. This would accord with Government and development plan policies by encouraging alternative modes of transport to the car. If a pedestrian link can be secured, then there are good links through Cornes Close and the former West Downs School to the town centre.

6.10 Planning permission has been granted on the neighbouring garage site (Greenhill Road). A Section 106 agreement is currently being drafted to 'safeguard a potential public right of way through the site'. The Linden Homes scheme does incorporate a footpath link to Greenhill Road from the proposed public open space. Although there is resistance to the provision of a footpath link from some Greenhill Road residents, the Planning Development Control Committee has supported this link when it granted consent for the redevelopment of the garage site.

6.9 Density

6.10 The density is 40 houses per hectare which is within the range set out in Government policy (Planning Policy Guidance note 3 - Housing).

6.11 Urban design, layout and Architectural design

6.12 See Architects' Panel Comment. The main criticism the Panel related to the disparate forms and styles of the architecture proposed and the size and massing of the larger blocks, particularly the crescent block that would be visible on the approach into the site.

6.13 Officers also feel the range of different styles and forms of architecture is an issue and have raised this with the architect of the scheme. The architect believes his approach is the correct one and will explain his rationale to the Sub-Committee.

6.14 Generally speaking the layout is satisfactory and will provide an interesting scheme with some interesting enclosed spaces which are linked by access ways and roads. It is unfortunate that some of the mature trees on the site are to be lost as these might have been incorporated into the scheme in an imaginative way.

7 CONCLUSION

7.9 At the time of writing, it has not been possible to assess the amended plans or to consider the expected responses from consultees or from neighbours. It may be possible that the concerns outlined above have been satisfactorily addressed by the developer in the amended plans in which case the Sub-Committee may therefore be able to make a positive recommendation.

7.10 It is hoped that the following representatives will be attending the Sub Committee:

HCC Highways
WCC Highways
WCC Arboricultural Officer
WCC Landscape Architect
WCC Housing Enablement Officer

OTHER CONSIDERATIONS

8 Corporate Strategy (Relevance to):

To look after the built and natural environment for the benefit of present and future generations.

9 RESOURCE IMPLICATIONS

None

10 BACKGROUND DOCUMENTS:

Correspondence held on planning application file 04/01484/FUL

11 APPENDICES:

A site plan showing the proposed development as first submitted is attached.

APPENDIX B

PLANNING DEVELOPMENT CONTROL (CHILBOLTON AVENUE) SUB-COMMITTEE**13 September 2004**Attendance:

Councillors:

Busher (P)

Baxter (P)

Beveridge (P)

Chapman

Davies (P)

Evans (P)

Pearce (P)

Pearson

Sutton (P)

Others in attendance who addressed the meeting:

Councillor de Peyer

Others in attendance who did not address the meeting:

Councillor Saunders

Officers:

Mr J Hearn (Team Manager, Planning)

Mr N Culhane (Highways Engineer, Winchester City Council)

Mr S Jenkins (Highways Engineer, Hampshire County Council)

Mr N Baldwin (Housing Enablement Officer)

Mr S Dunbar-Dempsey (Open Space Officer)

Mr M Edwards (Arboricultural Officer)

1. **APOLOGIES**

The Sub-Committee noted that apologies had been received from a Ward Member, Councillor Love, who was unable to attend because of a family illness.

2. **PLANNING APPLICATION FOR 49 NEW DWELLINGS AND 1 REPLACEMENT DWELLING ON LAND TO THE REAR OF 8-22 CHILBOLTON AVENUE, WINCHESTER**

(Report PDC452 refers)

Councillor Davies declared a personal (but not prejudicial) interest as a member of the City of Winchester Trust, which had commented on the application, and spoke and voted thereon.

Councillor Beveridge declared a personal (but not prejudicial) interest as a member of the City of Winchester Trust, which had commented on the application, and spoke and voted thereon.

The Chairman welcomed to the meeting approximately 40 local residents and (as representatives of the applicant, Linden Homes) Messrs Hawthorne, Barrel, O'Brien and Thomas.

Mr Hearn introduced the application to the Sub-Committee. He explained that it sought permission to erect 49 new dwellings in the rear gardens of 8-22 Chilbolton Avenue, Winchester. These would comprise 9 blocks and buildings of which 12 no. would be 4 bedroom accommodation, 10 no. three bedroom, 16 no. two bedroom and 11 no. one bedroom dwellings in terraced units, semi detached units and flats.

It was noted that 10 Chilbolton Avenue and would be replaced by a large detached dwelling.

Mr Hearn explained that amended plans had been submitted and that the statutory period of consultation had been applied. He stated that these minor amendments included:

- changes to the car parking arrangements,
- enlargements to the garages (so that they could accommodate bicycles and bins),
- adjustments to the boundaries to accommodate more trees,
- a reduction in the height of some of the blocks
- a reconfiguration of the public open space,
- a better link to the footpath onto Greenhill Road,
- and extension to the footprint to the curved terraces, at the north of the site.
- the removal of one of the proposed semi-detached dwellings (however it was noted this would not lead to any change in the total dwellings proposed on the development, as the number of terraced dwellings had been increased),
- the submission of a safety audit,
- further information on the relationship to the existing properties on Greenhill Road,
- and the submission of architectural section drawings.

Eight further letters of representation had been received in the light of the amended plans but it was noted that these did not raise any further issues to those covered in the report.

Mr Hearn stated that a previous application on the site for 53 dwellings had been refused on 23 October 2003 (report PDC364 refers) because of the loss of trees, detrimental effect to the character of the area, highway reasons and un-neighbourly development. This decision was currently under appeal by the applicant and the Chairman reminded the public in attendance that the previous meeting had included a site visit by Members.

Several Members were concerned at the number of applications for development that had been received and that were likely to come forward for new developments in the Chilbolton Avenue area and suggested that a masterplan should be drafted. This, it was suggested, would help preserve the character of Chilbolton Avenue and

acknowledge its importance as one of the main routes into the town. In response, Mr Hearn explained that a comprehensive master planning exercise was not practical given the current resources of the Development Services Department and that there was no adjoining land to this application (other than a small parcel which had its own potential access off Greenhill Road) that was likely to come forward for residential development to warrant a more comprehensive scheme. In reply to questions, Mr Hearn stated that a rest home that was located to the north of Chilbolton Avenue was protected from residential development by planning policies.

However, it was noted that local residents were drafting a Neighbourhood Design Statement in consultation with officers in the Development Services Forward Planning Team and it was likely that this would assume the same status as Village Design Statements. This could be adopted as Supplementary Planning Guidance and be considered as a material consideration for future applications.

The Sub-Committee discussed the likely effect the development would have on the character of the area and Mr Hearn stated that the development was unlikely to impact significantly on the public realm from either Greenhill Road or Chilbolton Avenue because of the screening provided by the existing dwellings and the extensive vegetation cover. However, he suggested that the orientation of the architectural details on the replacement dwelling of 10 Chilbolton Avenue, that was proposed to be erected at the entrance to site, should be re-considered to better address both the access road and Chilbolton Avenue. In response, Mr Hawthorne explained that this building had been commissioned for the current occupier of 10 Chilbolton Avenue, but that Mr Hearn's concerns would be relayed.

At the invitation of the Chairman, Mr Hawthorne addressed the Sub-Committee as the applicant's agent. He explained that the applicant had held a public meeting and that the amendments to the application had reflected the concerns of local residents.

At the invitation of the Chairman, the Sub-Committee heard Mr Thomas, the applicant's architect. He explained that a more traditional style of architecture had been proposed than that of the previous application. At either end of the development, he proposed two crescents of terraced housing which Mr Thomas suggested gave the development architectural interest and was also a practical response to the change in ground levels, pulled the blocks away from the existing housing in Greenhill Road and allowed for more open spaces. The Sub-Committee noted that the block of three bedroom terraces proposed conservatories to the rear and that the affordable housing blocks in the centre of the development would hide spaces for cycle and bin storage beneath the staircases.

In response to a question regarding its safety, Members noted that the top floor French windows and Juliet style balconies for the three storey block would be constructed in accordance with building regulations with inward opening doors and reinforced glass.

Mr Thomas also illustrated to Members a diagram that demonstrated that existing neighbouring properties would not be affected by any loss of sunlight caused by the proposed development.

Affordable Housing

Members noted with concern that the application did not propose “pepper-potting” the proposed 15 affordable housing units throughout the site. In response, Mr Hawthorne explained that the affordable housing was located in one central block at the very centre of the scheme. He added that neither the emerging and current Local Plans, nor central Government policies, dedicated a policy of “pepper-potting.” He also stated that housing associations preferred affordable housing units to be located in one location and commented on the practical difficulties of constructing affordable housing units in terraced housing, due the stricter regulations that were imposed on affordable housing.

In response, Mr Baldwin commented that the housing associations preference for affordable housing to be located in one block tended to refer only to the ease of management of flats. Members also noted and shared Mr Baldwin’s concerns in relation to the lack of three bedroom affordable housing accommodation in the application. Members noted that tenure types of the affordable housing had yet to be finalised.

Mr Hawthorne stated that the developer could seek to increase the size of some of the affordable units to make them into three bedroom units, but that this may need a dispensation in terms of the Council’s “Better Mix” policy.

Highways Issues

Mr Culhane spoke on the highways issues relating to the interior of the site and stated that with minor amendments to the proposed turning heads and cycle storage areas, no highway objections could be sustained.

However, in relation to the highways issues pertaining to the surrounding roads, Members noted the objections of Mr Jenkins. He explained that a large tree on the verge of Chilbolton Avenue would restrict visibility at the proposed entrance to the site. However, it was noted that if the tree were removed, this objection could be overcome. In response, Mr Hawthorne stated that the visibility splay of the proposed entrance could only properly be assessed once the site was cleared, although he suggested that this tree could be moved.

Mr Jenkins’ second highways objection related to the likely impact of increased traffic onto the Chilbolton Avenue/Stockbridge Road and Chilbolton Avenue/Romsey Road junctions. However, it was noted that this objection could be overcome by a developer contribution to improve these junctions and Mr Hawthorne confirmed that as part of their transport assessment, the applicant had been willing to make a contribution to the Highways Authority. In response to a Member’s question, Mr Jenkins confirmed that the same objections were raised as reasons for refusal on the previous application. He also confirmed that the sightlines to the right on leaving the site onto Chilbolton Avenue were acceptable.

In response to a comment from a member of the public, Mr Jenkins explained that the Highways Authority were considering the introduction of flattened kerbs in the centre of Chilbolton Avenue to protect right turning vehicles. He stated that these kerbs would also allow for the passage of tall vehicles that would otherwise be restricted by overhanging trees at the side of the road.

It was noted that the development proposed car parking spaces for 77 vehicles of which 22 would be provided as garages beneath the dwellings.

Trees

Mr Barrel addressed the Sub-Committee as a representative of the applicant. He stated that a full survey of the trees on site had been conducted in consultation with the City Council's arboricultural officer which had refined the blanket Tree Preservation Order that had been imposed across the site. This had shown that most of the trees on-site were small, garden trees that did not contribute to the public realm. Most of these trees (57) would be lost, although all but 3 of the large and healthy trees would be preserved. However, Members noted that this included the loss of a large walnut tree. As a replacement for this loss, the applicant proposed to plant substantial trees of 8-9 metres and had agreed to undertake a "big tree strategy" with the City Council to ensure that the tree lined character of the area would be preserved. It was noted that the new trees would grow to be tall, easy to maintain, be of an indigenous species and would have a canopy cover of approximately 3-4 metres. Mr Barrel explained that by an amendment to the application, these new trees would be planted in areas that would be unlikely to cause a nuisance to future residents and that their maintenance would be ensured by planning conditions.

Members noted that the application proposed an area of dense woodland at the south eastern corner of the site and that this would be in the private ownership of one of the proposed curved terraced houses.

The Sub-Committee noted that Mr Edwards raised no objection to scheme and his comments that the plantation of the new substantial trees would bring an overall benefit to the long-distance views of the site. Mr Hawthorne added that the long distance views of the rooftops would be minimal and largely obscured by the new trees.

Density

In response to comments, Mr Hearn confirmed that density of development would be 40 dwellings per hectre. This was within the Government's guidance contained within PPG3 that recommended densities of over 30 dwellings per hectare in sustainable locations.

Open Spaces

Mr Dunbar-Dempsey stated that whilst the open space provision for play space met with the requirement set out in the local plan, there was a deficiency in the amount of amenity space and the applicant had proposed to a make an off-site financial contribution in lieu of the shortfall, as well as the normal payment for off site sports provision. However, it was noted that there were no nearby play areas outside of the site and the development did include a small equipped play area.

Footpath

Mr Hearn advised that a separate application to develop a garage site off Greenhill Road to the south of this application had been resolved to be approved by Members with a condition that this should provide a pedestrian link from any future

development behind 8-22 Chilbolton Avenue onto Greenhill Road. Further slight adjustments maybe necessary to the development to 8-22 Chilbolton Avenue to facilitate this link.

At the invitation of the Chairman, the Sub-Committee heard several members of the public speak against the application and raise particular concerns in relation to the safety, necessity, and public consultation process regarding the footpath link to Greenhill Road.

General

Other members of the public who spoke against the application reiterated concerns in regard to traffic issues, the density of the development, the proximity of one of the blocks to existing Greenhill Road properties (at its closest, 4 metres), overlooking, the effect on the existing residents' quality of life, that the new residents were unlikely to be families, lack of play area for children, detriment to the character of the area, and parking problems.

At the invitation of the Chairman, County Councillor Dickens spoke of her concerns in regard to the traffic implications of the site and the need for a traffic masterplan for the Chilbolton Avenue area.

Councillor de Peyer spoke of the need to better integrate the affordable housing.

Conclusion

At the conclusion of the meeting, the majority of Members agreed that whilst the proposed architecture of the development represented a large improvement on the previous application, it was agreed that the application should be deferred in order to gain further information, clarification and amendments in regard to:

- highways issues
- A better mix of affordable homes (to investigate the possibility of the inclusion of some three bedroom properties)
- To better integrate the affordable homes throughout the development
- The play area and open space
- The design of 10 Chilbolton Avenue
- The development's likely impact on long-distance views.

The meeting commenced at 10.00am and concluded at 1.10pm

Chairman