

## Planning Development Control Committee – 26 June 2007

<b>Case No:</b>	06/02538/OUT (WCC No. W19499/01) and HBC No. 06/40002/000.
<b>Proposal Description:</b>	The development of land for residential purposes to provide 1550 dwellings (including a portion of affordable units), the provision of 12.5 hectares of employment land (including B1, B2 and B8), 85 live/work units, mixed use land including 7.19 hectares of commercial uses, land for primary school, a local centre, land for allotments, land for a cemetery, open space, recreation and play areas, construction of three vehicular access points to the public highway at Maurepas Way, London Road and Milk Lane, and associated infrastructure including a vehicular link to Old Park Farm.
<b>Address:</b>	Grainger Development Site, Land West of London Road, Waterlooville.
<b>Parish/Ward:</b>	
<b>Applicants Name:</b>	Grainger Trust Plc
<b>Case Officer:</b>	Mr S Finch (WCC) and Mrs S Smith (HBC)
<b>Date Valid:</b>	
<b>Recommendation:</b>	Grant Outline Planning Permission

### General Comments

The purpose of this report is to inform Winchester City Council and Havant Borough Council of the planning issues relevant to the current outline planning applications for development of the southern part of the West of Waterlooville Major Development Area on the site known as Plant Farm, Waterlooville.

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

For simplicity, this report refers to "the application" in the singular, but this should be read as a reference to the two separate applications (one to be determined by Winchester in respect of that part of the site in its

administrative area, the other to be determined by Havant for the remainder of the site which falls within Havant Borough).

The application is for outline consent with only the means of access to be approved in full. The report describes the details of the proposal and an assessment is made of the planning merits in the context of the respective Development Plans and other material considerations.

## **1. SITE DESCRIPTION**

- 1.1 The application site is located to the west of Waterlooville and Purbrook Village and forms the southern part of the West of Waterlooville Major Development Area (MDA) as identified within the Hampshire Structure Plan 1996-2011. The site extends to approximately 132.07 ha, which is a little under three quarters of the total MDA area. The site is predominantly owned and controlled by Grainger Trust Plc. Most of the site is located within the area administered by Winchester City Council, with approximately 20% within Havant Borough. The boundary between Winchester City Council and Havant Borough Council runs parallel with the eastern boundary of the site.
- 1.2 The A3 London Road forms part of the eastern boundary of the site and the northern boundary extends towards the southern side of the Brambles Business Park and the part of the MDA owned by George Wimpey Ltd at Old Park Farm. The western boundary is formed by woodland belts and hedgerows to the east of Newlands Lane. The main part of the site extends south to Purbrook Gardens, with that part of the site required for the proposed Southern Access Road and associated infrastructure, extending south to a point adjoining the Ladybridge Roundabout near Purbrook Heath Road.
- 1.3 The majority of the site comprises agricultural land with areas of woodland and hedgerows, some semi-mature and mature trees and farm buildings. The complex of buildings comprising Plant Farm includes Plant Farmhouse (a Grade II Listed Building), brick barns, a cow shed and several steel framed sheds which form a loose courtyard farmstead plan typology. The farm is currently accessed via an unsurfaced track, Milk Lane, from London Road.
- 1.4 The northern part of the application site has a relatively open character with the exception of the Brambles Business Park which lies to the north-east. Electricity transmission lines run approximately north south along the western edge of the site. Two watercourses, tributaries of the River Wallington, cross the northern part of the area. The more northern of the two watercourses is relatively natural in character and is lined by some mature trees. The southern most watercourse is canalised and runs in a concrete channel adjacent to Brambles Business Park.
- 1.5 The open landscape, mostly characterised by arable land, extends south of Brambles Business Park to Plant Farm. Plant Row, a narrow woodland belt,

extends north south and forms the western site boundary. The suburban area of Waterloo ville lies to the east.

- 1.6 A gentle crown of higher land extends east west to the south of Plant Farm. To the south of this area the landscape becomes more wooded, including Newland Row, Marrelsmoor Row and Marrelsmoor Coppice. The woodlands enclose large arable fields. The urban area of Purbrook lies to the east.
- 1.7 To the south of the area around Purbrook Heath Road the landscape elements include woodland and small fields, the Rowans Hospice and Purbrook Heath Recreation Ground.
- 1.8 West of the application site and east of Newlands Lane, the landscape is agricultural, with a number of woodlands including Alsfordmoor Coppice.
- 1.9 The St John's Conservation Area in Purbrook lies generally to the south east of the site. A small part of the Conservation Area (as a result of the realignment of the Southern Access Road), is included within the application site.
- 1.10 The proposed junction of the Southern Access Road with Ladybridge roundabout crosses a triangle of land that contains the present access to Marrelswood Gardens. That plot of land is grassed and contains trees, subject to woodland TPO 1844 (HBC). The northeast of this area, south of the disused garage, is within St John's Conservation Area.

#### *Surrounding Area*

- 1.11 The site is located immediately west of Waterloo ville. The built up area of Waterloo ville wraps around the site with the town centre immediately to the east, and the Purbrook Local Centre to the south east. Brambles Business Park lies to the north east.
- 1.12 To the north west of the site lies further agricultural land in the ownership of George Wimpey Ltd, and forms the northern part of the MDA. On 30<sup>th</sup> November 2006 both Councils resolved to grant outline planning permission to develop this land for 450 residential units, 24 live/work units, 7.1ha employment land (including HWRC), mixed use area including retail, food and drink, financial/professional and health, open space/recreational purposes and the construction of two accesses from Hambledon Road. This development was granted subject to conditions and the execution of planning obligations. Work on these obligations is ongoing and consent will be issued once the Section 106 agreement has been signed.
- 1.13 The principal transport and public transport corridor within the vicinity of the site is the A3 London Road, which abuts a substantial length of the site at Plant Farm. This road links Waterloo ville Town Centre to Portsmouth to the

south and is bordered on the west side by young trees planted in association with the introduction of the bus corridor.

- 1.14 The A3(M) is situated to the east of Waterlooville, approximately 1.7km from the site. The B2150 Hambledon Road runs north west from Waterlooville Town Centre with Brambles Business Park to its south west, and the application site to the south and west of this. Denmead village is situated approximately 1.3km from the northern boundary of the application site.
- 1.15 The M27 is approximately 5km to the south, and Portsmouth City Centre approximately 11.5 km to the south.

## **2. RELEVANT PLANNING HISTORY**

- 2.1 The principle of a Major Development Area (MDA) at West of Waterlooville was initially established through the preparation of the South Hampshire Structure Plan in the early 1970s. During the review of the Hampshire County Structure Plan in 1994 it was recognised that development needs within the County would have to be met on land 'beyond the existing urban areas on underdeveloped land'.
- 2.2 From a study of eleven potential locations that could accommodate major development, four areas were identified; Andover, Basingstoke, Horton Heath and Waterlooville, all of which are now allocated within the Hampshire County Structure Plan 1996-2011 (Review). The MDAs underpin the spatial development strategy for Hampshire, they are promoted by the strategic planning authorities as large-scale, sustainable urban extensions to larger urban areas rather than as free-standing new settlements. New development is expected to be fully integrated and well-related to existing urban areas, where there are advantages to be gained in supporting and enhancing existing facilities and services, with opportunities to promote sustainable transport alternatives to the car.
- 2.3 The concept and underlying principles of MDAs are set out in Policy MDA1 of the Structure Plan which envisages each MDA providing for:
  - ' the co-ordinated and integrated development of transport, housing, employment, health, community and social facilities, shopping, education, formal and informal recreation and leisure facilities and other identified local needs.'
- 2.4 Structure Plan Policies MDA1, MDA2, H3 and H4 set out the detailed requirements for the West of Waterlooville MDA. In summary, these policies provide for a large scale mixed-use development providing for at least 2000 dwellings, with an additional reserve allocation for 1000 dwellings, 30 hectares of employment land and associated transport, physical and social infrastructure. The Structure Plan requires the MDA to be focused on and integrated with Waterlooville town centre.

- 2.5 The Structure Plan required the boundary of the MDA and the precise form, density and location of development to be established in local plans through joint working between the County Council, district councils and others.
- 2.6 The site for the West of Waterlooville MDA straddles the two local authority boundaries of Winchester City Council and Havant Borough Council, with the majority of the development falling within the administrative boundary of Winchester City Council. As a consequence Winchester City Council has assumed a lead role in co-ordinating the planning process for the MDA in close partnership with Havant Borough Council. The partnership approach has ensured that the councils have worked closely with the development interests, Hampshire County Council, other public and private sector organisations and the local community at all stages in the development of the Masterplan Framework for the MDA.
- 2.7 The West of Waterlooville Working Party (a Committee of the City Council, to which Members from Havant Borough, Portsmouth City, East Hampshire District, and Hampshire County Councils were invited to attend as observers) was set up in 1997 to steer and advise the MDA planning process from the outset. It was subsequently replaced by the West of Waterlooville Forum, now comprising Councillors from Winchester City Council, Havant Borough Council and Hampshire County Council. The Forum meetings are held in public and the local community has been encouraged to participate in meetings, and the recommendations of the Forum are fed back to the relevant authorities.
- 2.8 Extensive public consultation with the Denmead, Waterlooville, Purbrook and Widley local communities has taken place throughout the plan making process to engage them in the decision making process and to help the councils understand the local issues. A Community Newsletter was published regularly, with over 1200 households on the circulation list. Two questionnaire surveys were circulated and community workshops were held on four separate occasions. Three separate public exhibitions were held.
- 2.9 In July 2002 the consultants Atkins were jointly commissioned by Winchester City Council, Havant Borough Council, Hampshire County Council, and the development interests to develop a Masterplan Framework for the MDA to an agreed brief. Their final report was published in September 2002 which put forward four options for further consideration by the local authorities
- 2.10 A public workshop was held as part of the West of Waterlooville Forum meeting in September 2002 to discuss the four options and identify the strengths and weaknesses of each. This was followed up by the circulation of a Community Newsletter containing the four options, with an attached questionnaire survey, and local exhibitions to engage the wider community's views on the options and their preferences.

- 2.11 Winchester City Council, Havant Borough Council and Hampshire County Council, then drew up a preferred 'composite' option, taking on board comments received during public consultation, which 'mixed and matched' elements of the four options to come up with a Masterplan Framework that 'best' reflected local priorities and wider objectives.
- 2.12 The report prepared by the Consultants, Atkins setting out the potential Masterplan Framework Options for the MDA was published in September 2002. This report, for the first time, considered the possible disposition of land uses within the MDA. A preferred Masterplan Framework Option emerged from this process and was considered by the West of Waterlooville Forum on 25 November 2002.
- 2.13 The Masterplan Framework was finally endorsed by the West of Waterlooville Forum on 15th April 2004. The adopted version of the Masterplan Framework took account of many competing factors such as the land use composition, the compactness of the developable areas together with the need to provide a sustainable drainage system. It has formed the basis for the development interests to produce a comprehensive Masterplan covering the whole of the MDA. The Masterplan framework was submitted with the scoping opinion for the EIA.
- 2.14 The work of the Forum has continued to date monitoring the progress of the two planning applications and developing a vision for the MDA which they endorsed on 3 October 2005 and is set out below:
- To create a sustainable urban extension to Waterlooville, integrated with Waterlooville town centre and forming the fourth quadrant of the town; delivering at least 2,000 dwellings, with employment provision, and associated physical and social infrastructure, and making provision for a further 1,000 dwellings and associated infrastructure to be held in reserve.
  - To enhance the vitality and viability of the Waterlooville town centre and help secure and deliver the economic regeneration objectives of the wider area.
  - To aspire to achieve the highest quality of urban design and create a new sustainable community with a strong sense of identity and belonging, which is safe and secure, is inclusive and which provides for the necessary social and economic needs of its residents to compliment the wider area.
  - To facilitate active community engagement to create a place which is capable of adapting and changing to meet community needs over the next 15 years and beyond.

- To aim for best practice in all aspects of design and sustainability - in transport, construction, energy efficiency, environmental protection and enhancement and urban drainage.
  - To create an exemplar development from which others can learn for the future and which the local authorities are proud to have facilitated and promoted.
- 2.15 Other than the resolutions of 30<sup>th</sup> November 2006 to grant outline planning permission for 450 residential units, 24 live/work units, 7.1ha employment land (including HWRC), mixed use area including retail, food and drink, financial/professional and health, open space/recreational purposes and the construction of two accesses from Hambledon Road on the northern section of the MDA at Old Park Farm there are no relevant planning permissions on the site. However, it should be noted that on 7<sup>th</sup> June 2006, HBC received a planning application (ref: 06/40001/000) for improvements, alterations and associated works to the Ladybridge Roundabout to provide a southern access to the West of Waterlooville MDA on the parcel of land formerly owned by the Diocese of Portsmouth. On 30<sup>th</sup> May 2007 this application was subsequently withdrawn following confirmation that the terms for the sale of the Diocese land adjacent to the Ladybridge roundabout to Grainger Trust Plc had been formally agreed. The current application was amended to show the Southern Access Road emerging out on an improved Ladybridge roundabout.
- 2.16 While the MDA has always been planned as a single entity, it was always understood that separate applications would be submitted from each of the development interests. The work to date has been to ensure that while two applications might need to be considered separately, in doing so, they could be determined within the context of the MDA as a whole. This has enabled the infrastructure requirements for the whole of the MDA to be identified to ensure that each phase of development (regardless of who the developer is) makes adequate provision for the necessary social and physical infrastructure. Outline applications (05/40000/000 for HBC and 05/00500/OUT for WCC) for the northern part of the MDA were submitted in duplicate to HBC and WCC by George Wimpey in March 2005, and following amendments, the application was the subject of a resolution to permit by the two Councils on 30<sup>th</sup> November 2006 (see paragraph 2.15 for description). Each developer will be required to enter into a Section 106 agreement for the essential planning obligations which are required for the development. Although separate, the agreements contain trigger points which are interlocking and ensure that whenever development takes place, the infra-structure requirements will be met. The terms of the Section 106 agreements are currently being finalised and are expected to be settled within one or two months.

### 3 PROPOSAL

- 3.1 The application submitted on 17th August 2006 is for outline planning permission for development on part of the area designated as the West of Waterlooville MDA, as set out in the Adopted Hampshire County Structure Plan (Review) 2006 (HSPR), the Adopted Winchester City Local Plan (Review) 2006 (WCLP) and the Adopted Havant Borough District Wide Local Plan 2005 (HBDWLP). The application was made on behalf of Grainger Trust Plc by a consortium of consultants following several years of planning, design and consultation with the general public, statutory consultees, local authority officers and other key stakeholders and interest groups.
- 3.2 The application was supported by a Planning Statement prepared; a Non-Technical Summary of Environmental Statement; a Design Statement; an Environmental Statement (ES); ES Technical Appendices; a Transport Assessment (TA); An Illustrative Masterplan for the whole of the Major Development Area; and related plans, illustrations and forms. The consultants involved are Boyer Planning, Mayer Brown and Fielden Clegg Bradley Architects.
- 3.3 The applications are submitted in outline, with detailed approval only being sought for the design of the access points. The application seeks outline permission for the following:
- 1,550 residential units;
  - 85 live/work units;
  - The provision of 12.5 ha of employment for industrial, business and commercial purposes;
  - 14.39 mixed use development comprising 50% residential and 50% commercial;
  - Provision of adequate affordable housing;
  - A single primary school (three form entry) – 2.8 ha;
  - A local centre;
  - Public open space, formal pitch areas, children's play areas and multi use games areas/casual play areas;
  - Countryside within and around the built up area will be provided for advance planting, informal recreation and improved access to the countryside;
  - Land for allotments;
  - Land for provision of a new cemetery;
  - Construction of three vehicular access points to the public highway at Ladybridge roundabout, London Road and Milk Lane, and associated infrastructure including a vehicular link to Old Park Farm.
- 3.4 The proposed mix of house sizes set out in the ES indicates a total of up to 1635 dwellings rather than 1550, as referred to in the description of



development because it potentially includes 85 live/work units. The proposed live/work units however do not constitute part of the affordable housing scheme threshold.

3.5 The ES submitted in support of the application includes a non-technical summary and comprises the following topics:

- Introduction
- Planning Background and considerations of Alternative Sites
- Description of the proposals and Assessment in Respect of Planning Policies
- Description of site and environment
- Traffic and Transportation
- Air Quality, Climate and Emissions
- Noise and Vibration
- Water Quality, Hydrology and Drainage
- Landscape and Visual Appraisal
- Archaeology and Cultural Heritage
- Ecology
- Agricultural and soil resources
- Geology and Contamination
- Rights of Way
- Waste Disposal and Recycling
- Service Supplies
- Conclusions

3.6 Other relevant information is appended to the ES in Volumes 1 - 5, including a, traffic assessment report, air quality, climate and emissions assessment report, noise and vibrations report, water quality, hydrology and drainage assessments report, photo viewpoints, lighting impact assessment, archaeological assessment, technical data relating to ecology, agricultural, geology and contamination.

3.7 In addition to the above matters, it is worth noting that following on from a Grainger Trust Plc initiative (which involved organising a competition inviting the community to come forward with a name for the new settlement) it was proposed that the application site be named 'Newlands'.

#### **4 SUPPLEMENTARY INFORMATION RECEIVED**

4.1 Following the initial consultation period for the above works, (whereby Atkins were appointed to undertake a review of the Environmental Statement) amended submissions in respect of the Grainger application were received by the local planning authorities on 9<sup>th</sup> January 2007. The revisions included further information in respect of the ES and other supporting text in response to a formal request by the local planning authorities under Regulation 19 of the EIA Regulations 1999 (issued 20<sup>th</sup> December 2006) and the formal consultation

process. This information was requested, in order to address issues where there were considered to be inadequacies and insufficient details provided within the ES and supporting documents.

4.2 Further information requested in the Regulation 19 letter and consultation process included:

- Revised air quality and noise assessment;
- Pollution prevention measures for Water quality, Hydrology and Drainage;
- Landscape character assessment of the urban area;
- Clarity on the determination of impacts and effects on archaeology;
- Clarity on the individual species survey, ecological effects of development and proposed mitigation (with an emphasis on Dormice and Brent Geese);
- Use of dilution as a means of reducing contaminants;
- Socio Economic Effects;
- Service supplies;
- Review of the Lighting assessment;
- Integration;
- Masterplan/Design Statement;
- Health provisions;
- Affordable Housing;
- Employment uses;
- Environmental Health;
- Soil Management Strategy;
- Arboricultural survey.

4.3 Detailed revisions made in addition to the ES also included a Design Statement Addendum (including the principles of the masterplan's strategic framework, design parameter plans, illustrative street layouts - January 07), Addendum documents to the ES (Version 2), a Consultation Response Document, Winter Bird Survey, Tree Survey, Soil Management strategy and supplementary supporting text for the cemetery.

4.4 Whilst the principal elements of land uses have not altered from the original scheme, a set of parameter plans were developed as part of the Design Addendum to set out the masterplan framework and establish parameters for development at West of Waterlooville.

4.5 The parameter plans relate to:

- Land uses – establishes the scale and nature of the mix of uses within the MDA;

- Landscape Structure – key element of masterplan, connecting the countryside to the town and providing key spaces that will be integrated with the existing and new communities;
- Movement;
- Neighbourhoods – masterplan articulated in a series of neighbourhoods reflecting the different locations, uses and potential of the various areas forming the MDA site;
- Heights and Density;
- Character Areas – identifies principal character areas to clarify the relationship between the built form and the public realm.

4.6 In accordance with the parameter plans, the application, as revised, sets out the following thresholds for possible land uses:

- Residential: Approx. 28.5 Ha
- Employment: Approx. 12.5 Ha
- Education: Approx. 2.8 Ha
- Local Centre: Approx. 2.0 Ha
- Mixed Use: Approx. 14.4 Ha

4.7 The overall number and density of residential units proposed in the application, as revised, has not changed from that proposed in the original planning application. However, the overall form and height strategy has been slightly altered from that identified in the original submission (in terms of heights of buildings), in order to better reflect the relationship between buildings and public open spaces.

4.8 Additional detailed information submitted as part of the ES Design Addendum and Consultation Response also confirms that the proposal includes a contribution of 40% affordable housing.

4.9 Within the Mixed Use Area, the following thresholds for possible land uses were assumed:

- Residential Uses (C3)  $\leq 50\%$
- Business Uses (B1)  $0 \leq 30\%$
- Hotels (C1)  $0 \leq 20\%$
- Retail Uses (A1)  $0 \leq 10\%$
- Community Uses (D1)  $0 \leq 20\%$
- Possible Car Hire/Showroom (to be linked to car club)  $0 \leq 5\%$

4.10 The residential element of the mixed use scheme would include flats above the retail units and a mixed use office/meeting room.

- 4.11 The parameter plans for the Local Centre area, as revised have assumed the following threshold for possible land use: -
- **Retail (A1)** – Local convenience store: ~ 200 - 400m<sup>2</sup>
  - **Community (D2)** – Multi Purpose Community Buildings to include:
    - Community hall (for local events, art exhibitions): ~740m<sup>2</sup>
    - Girl guides hall (potentially above the community hall): ~ 200m<sup>2</sup>
    - Community events space/potential for covered market ~ 650m<sup>2</sup>
  - **Retirement Village (C3)** - To include all amenities described below plus residential units and care home or similar ~ 2ha
    - Hairdresser (within retirement village): ~ 70m<sup>2</sup>
    - Café to form part of retirement village: ~100m<sup>2</sup>
    - Gym (small facility with bowling green in Retirement village).
- 4.12 In addition to this, the spatial vision for the Plant Farm element of the local centre includes the following thresholds for possible land uses: -
- **Public House (A4)** – Pub/restaurant conversion (of former farm house~ 500m<sup>2</sup>
  - **Business Use (B1)** - redevelopment of buildings around Plant Farm to include:
    - MDA marketing office/management office/gallery in retained barn ~ 500m<sup>2</sup>
    - Live/work units & B1 office space ~ 500m<sup>2</sup>
    - Artists workshop/studios ~ 250m<sup>2</sup>
    - Rentable office/meeting room space ~ 75m<sup>2</sup>
  - **Sports changing facilities (D2)** ~ 150m<sup>2</sup>
  - **Tractor shed/gardening equipment store** ~ 500m<sup>2</sup>
- 4.13 Further comments and points of clarification were forwarded to the applicants, and a document entitled Consultation Response version 3 was received from the developers on 1<sup>st</sup> May 2007. The main consequences of the consultation response, is to clarify the mix of uses in the mixed use area, to ensure that business uses would comprise of a minimum of 30%, with a reduced threshold for retail uses. The response also clarified that the parameter plan 1304/P/011 should be amended to delete any reference to any of the buildings potentially exceeding the agreed heights by a further storey.
- 4.14 Further consultation and publicity were undertaken in respect of the revised submission. In general it is considered that the ES Addendum and supporting text satisfactorily addressed the Regulation 19 request and general consultation response issues as identified in paragraph 4.2 of this report. These issues have been discussed in summary under Section 8 'planning considerations' of the report.

## 5 AMENDMENTS TO PLANNING APPLICATION

- 5.1 Following the developers reaching agreement with the Diocese of Portsmouth regarding land adjoining the Ladybridge Roundabout, a revision to the application was submitted, showing a revised access to the southern end of the MDA off the existing roundabout to the respective Councils on 1<sup>st</sup> May 2007. The revised alignment of the Southern Access Road (SAR), removes that part of the road previously proposed to the south of Purbrook Heath Road to a point adjacent to the allotments on the A3, to a point on the Ladybridge roundabout at Purbrook.
- 5.2 The revision of the application boundary to include the former church land, results in the inclusion of a small element of the St John's Conservation Area (the north eastern corner of the Church land) within the application site.
- 5.3 As a result of the realignment of the SAR, an additional addendum was made to the Environmental Statement (Version 3). The ES Addendum (Version 3) includes revisions to the following ES chapters: -
- Description of the Site
  - Traffic and Transport
  - Air Quality, Climate and Emissions
  - Noise and Vibration
  - Water Quality, Hydrology and Drainage
  - Landscape and Visual Appraisal
  - Archaeology and Cultural
  - Ecology
  - Geology and Contamination
  - Waste Disposal and Recycling
  - Service Supplies.

## 6 CONSULTATIONS

- 6.1 The following sub-sections summarise the responses received to the original application and to the application as revised (including realignment of the SAR), from the organisations, agencies and departments within the two respective planning authorities, and HCC during the consultation exercises. The issues raised are dealt with in the relevant sections in 'Planning Considerations'. The views contained below are a composite response taken after the three respective rounds of consultation.

### **Hampshire County Council**

- 6.2 Highways: Hampshire County Council has no objection to this planning application subject to the applicant entering into a Section 106 Agreement with the County Council, prior to the issue of planning permission to secure

the package of transport and highway mitigation measures outlined in the traffic and transportation assessment of the E.S and subject to the imposition of conditions.

- 6.3 Arborist: Request that trees planted as part of the A3 Bus Priority Route, London Road are protected from development by using a Tree Preservation Order (TPO).
- 6.4 County Waste Management: HCC are generally supportive of the Grainger Application and that the development acknowledges the provision of land for a Household Waste Recycling Centre (HWRC) in the employment area of Old Park Farm (within the Wimpey part of the MDA). Also pleased to see the emphasis being put on recycling and composting at home with many facilities being provided in the new houses.
- 6.5 County Archaeologist: The site evaluation submitted with the application, as revised, provides a flexible approach to dealing with archaeological issues for the site as a whole and on a site by site basis. The approach adopted, wherein the archaeological constraints will inform the detailed design, will enable important archaeological remains to be preserved in-situ where necessary. It is therefore recommended that appropriate planning conditions be appended to any subsequent approval, should members be minded to approve the scheme, in accordance with the principles of PPG16.
- 6.6 County Landscape Planning and Heritage Group: The general location of proposed open and green spaces offer an opportunity to provide a green infrastructure of scale and type appropriate to the character of the local landscape. Pleased to note that design code/guidance documents take into consideration space required for Highways trees, and that advanced landscaping is proposed in the common. Advised that adoption of highway trees cannot be achieved if the current Hampshire County Council guidance in relation to Highway tree planting is not met.
- 6.7 Requests design code draw attention for foundations for all buildings, wall and structures to be designed to provide for retention of existing trees and to allow for new trees to be planted and to develop to maturity without causing damage. Request that highway boundary and outline planting proposals be submitted with Highway detailed applications. Also important that responsibilities for management of soft areas be identified before the design of details are commenced.
- 6.8 County Education: As a stand alone proposal, the development will need to provide a new primary school. It is expected that the developers will provide the site for the school free of charge. It is anticipated that the actual useable area for the school would be 3.0ha as opposed to 2.8ha, which is referred to in the ES. General location of the school as shown on the Illustrative plans is acceptable. Concern over phasing, therefore it is essential that adequate links

are constructed between the first housing area and the school. May be necessary to revise school proposal when reserve allocation is released. Financial contribution towards the cost of the new primary school and the shortfall in secondary places is required. Developers also need to provide a site for a pre-school/nursery facilities.

- 6.9 *Comment: The site for the proposed school has been increased to 3ha in line with the County's requirements. This is to allow for a three form entry primary school to be provided to serve 2,000 new homes in the MDA. If the 1,000 reserve is triggered then the school will become a two form entry with another two form school provided on the reserve site. In this event the school site would be reduced from 3ha to 2.2ha. The developers are providing a 100 place nursery in the mixed use area adjoining the new health centre. A further nursery might be provided in the local centre should the demand for such a facility be identified.*
- 6.10 County Ecologist: Supportive of the mitigation measures given to the presence of dormice in Marrelsoor Coppice. However, disappointed that there is no assessment of potential implications for the dormice population as a result of the realignment of the Southern Access Road. Whilst the area of woodland which is now proposed to be crossed by the southern access road is directly to the south of Marrelsmoor Copice, this part of the woodland network is functionally linked to Marrelsmoor Coppice where dormice were first recorded. No in principle objection however as the realignment of the southern access road means that the London Road Fen Site of Importance for Nature Conservation is no longer impacted on. Request additional information submitted in support of scheme to comment further.
- 6.11 *Comment: Proposed mitigation for impacts on dormice is detailed within the ES and mitigation measures outlined will be implemented on introduction of the new southern access road. Additional mitigation measures also to be put in place to ensure no loss of connectivity across the site as a result of the southern access road, involve the erection of two aerial links.*
- 6.12 County Countryside Service: Further to the submission of additional information, it is considered that the proposed access network provides a well connected and permeable network for walking and cycling. Also supportive of the proposed bridleway between Hambledon Road and Purbrook Heath Road which will increase the provision for horse riding and provide a strategically important route to connect people with the countryside.

### **Winchester City Council**

- 6.13 Landscape: Following concerns raised about the lack of analysis on the impact of trees and the lack of an advance planting scheme, it is now considered (subsequent to the additional information submitted in support of the scheme) that the development is very comprehensive and the evolution of

the layout and design is set out logically. This development offers enormous potential in terms of what it can provide in terms of tree cover and green space. Play, sport and general recreational provision is adequately incorporated into the proposal.

- 6.14 **Realignment of Southern Access Road:** Application will avoid impact on SINC and is preferable to the access as originally proposed. Impact on loss of small area of woodland near the roundabout is limited. New planting and the improvement and creation of new habitats would compensate for this.
- 6.15 **Economic Development:** Following on from the ES addendum, it is considered that the proposed development provides a balanced mix of commercial sites and premises and provides appropriate land use and availability. Furthermore the proposed scheme accords with Winchester's Economic Action Plan and Hampshire Economic Partnership objectives, and therefore should be supported. Request that the social makeup of the residential and employment uses are compatible with one another.
- 6.16 **Drainage:** A sustainable drainage layout has been designed and agreed by all parties. Provided SUDS are implemented, then development can be adequately drained of storm water. The Flood Risk Assessment demonstrates that the development will not exacerbate the existing problems and the developed housing areas will be within areas of low risk.
- 6.17 **Waste Management:** Pleased that the development includes the provision for the storage of garden waste. However would like to see more information for waste storage arrangements around high density dwellings.
- 6.18 **Highways (District Council):** This application is in excess of the threshold limit referred in the Highways Development Control Agency Agreement. No comments.
- 6.19 **Transport:** The development of such a large site for housing, employment, education etc allows for opportunities for travel to be made by the most sustainable modes available. The applicant has endeavoured to incorporate a good level of sustainable transport elements. Considerable work still required on details, this however can be delivered through a S106 agreement. There is a need to provide sustainable transport options at the commencement of the development, not at completion.
- 6.20 Developer negotiated the use of reduced trip generation figures. Trip rates referred to require a change in Modal Shift towards sustainable travel. These have been developed and incorporated as part of the local Transport Strategy. Therefore it is imperative that these targets are met as a consequence of this development rather than long term aspirations.



- 6.21 Support facilities proposed for walking and cycling. Provision of pedestrian/cycle links needs to be secured by appropriate legal agreements. Developer needs to incorporate and make provision for cycle parking within scheme. Can be covered through detailed planning application.
- 6.22 A Public Transport Strategy (PTS) has been developed as part of the application. Given scale of development proposed it is considered sufficient to operate a 15-minute frequency bus service. Approach welcomed subject to appropriate agreements being met as to capacity and service duration etc.
- 6.23 Support developer's aspirations to securing a travel plan. Needs to be secured via legal agreements.
- 6.24 Archaeology: With regard to the original ES, it was requested that further archaeological evaluation be carried out in order to obtain more detailed information on the historic environment resource which may exist within the site and to assess the impact of the proposed development and propose appropriate mitigation. Following the Addendum to the ES and further studies, site investigations and archaeological mitigation it is considered that the scheme now provides a flexible approach to dealing with archaeological issues for the site as a whole and on a site by site basis. The approach adopted will inform the detailed design and will enable important archaeological remains to be preserved in situ where necessary.
- 6.25 Realignment of Southern Access Road: Satisfied with the proposed additional trenching and mitigation measures required as a result of the Realignment of the Southern Access Road.
- 6.26 Environmental Health Department: Scheme required for dust and noise mitigation during construction.
- 6.27 Housing Strategy: The provision of 40% of the housing as affordable housing is welcomed. Recommend that 50% of affordable housing should be for social rent. The remainder should be for intermediate affordable housing. The mix of affordable units should reflect need, but also must take account of wider issues that are necessary to create a sustainable community. It is expected that the mix of affordable units mirror that of the market units. Furthermore the S106 needs to be flexible in order to reflect the changing design standards for the Code for Sustainable Homes. Integration needs to be controlled through the S106.

#### **Havant Borough Council**

- 6.28 Planning Policy and Urban Design: Revisions made to the planning application clarify a number of issues originally made. Current issues relate to:

- Development site not adequately integrated with Waterlooville Town Centre but the ongoing discussions with the developers and the appointment of consultants to act on behalf of the three Councils and the developers to produce a development brief for the Maurepas Way sites should result in an effective resolution to this critical issue.
- The design intentions for the character areas and London Road are now clearer.
- the proposals for the Southern Access road junction need to reflect the public realm works in Purbrook Village Centre.
- The two 'multi use rural routes' depicted on the Rights of Way map, should be linked together.
- The retail provision for the local centre is reasonable for the local centre but centre not on the meeting of key routes.
- Need to refer to phasing of development in relation to infrastructure provision.
- Lack of provision for advance landscaping on the phasing diagram.
- The employment yield will be above that required for the economically active residents of the development.
- The development will need to achieve the most up to date guidance in respect of sustainability measures.

6.29 Conservation: The realignment of the Southern Access Road will have a major impact upon the existing woodland adjacent to the conservation area and therefore potentially impacting on the setting of the conservation area of St Johns. At present the entry road to the Conservation Area is open and pleasant. It will be necessary to see the verdant character of the southern boundary maintained and reinforced on the realignment of Marrels Wood access. Further north where the new housing abuts London Road views across to the west will be lost. Boundary treatment of the new development will need to be done sensitively.

*Comment: This matter is addressed through the landscape conditions*

6.30 Business Development: The 12.5 hectares of employment area and the provision of a balanced mix of commercial sites and premises for a range of sizes and types is supported. Furthermore the proposed development provides appropriate land use availability and therefore accords with relevant Economic Partnership Objectives.

6.31 Request that the residential and employment elements of the live/work units be tied together in perpetuity. In order to address the shortage of starter and move-on accommodation for business, request the inclusion of a micro – business (start-up) centre offering B1 and B2 use category and restrictions on

mixed use elements is that reassurance would be provided against competing and nuisance categories.

- 6.32 Housing Services: The amount and details of the tenure, mix, location of the 40% affordable social housing need to be agreed in the S106 agreement.
- 6.33 Property Services Manager: With the realignment of Southern Access Road the detailed drawings indicate that land owned by HBC to the south of Purbrook Heath Road will be used for a turning area at the eastern end of Purbrook Heath Road. Terms will need to be agreed with the Council for the disposition/dedication of this land. Permission may also be required for 'raised table' through the ASDA car park.
- 6.34 Waste Services: Application needs to take account of the domestic properties need to be able to store 2 x 240 litre wheeled bins for collection from the front boundary.
- 6.35 Environmental Health: No objection in principle subject to a noise mitigation scheme and the imposition of planning conditions which ensure development takes account of gas pipelines and further rounds of gas monitoring.
- 6.36 Satisfied that the proposed development would not cause a significant increase in pollutant levels.
- 6.37 Engineering (Coast and Drainage): Drainage philosophy has been designed in accordance with current principles.
- 6.38 Arborist: The proposed roundabout to the south of the site involves the loss of several trees on its southern side, but appears to retain a large mature Horse Chestnut on the eastern side. An assessment is required to confirm that this tree can be retained and to specify protective measures during construction.
- 6.39 The roundabout also involves cutting significantly into the southern fringes of Marrelswood Copse. Assessment required to establish whether any significant pockets of the copse can be retained or a new one created due to its loss.
- 6.40 Major tree groups are at risk due to proximity of development. These trees have been identified as being eligible for TPO's. Detailed assessment required to establish risk and if protective measures can eliminate or reduce tree loss and damage.
- 6.41 Highways (District Council): The application is in excess of the threshold limit referred to in the Highways Development Control Agency Agreement between the County and the Districts.

### **Parish councils/Residents' association**

- 6.42 Denmead Parish Council: With regard to the original application concern was raised about the general traffic management provision within the MDA. The Parish Council also remains concerned about the impact the additional traffic generated within the MDA will have on the existing road infrastructure in particular London Road and Hambledon Road together with the possible impact on Newlands Lane, Closewood Road and Purbrook Heath Road. General concerns also raised about the impact of the development on existing services. Request imposition of condition restricting construction traffic from accessing site from Denmead via Hambledon Road or Newlands Lane, Closewood Road and Purbrook Heath Road. Following on from the realignment of the Southern Access Road, the Parish Council raises no objection, but requests confirmation that the buildings will not exceed more than 3 storeys in height.
- 6.43 Purbrook and Widley Area Residents Association: Concerns raised over the density (40-50 per hectare) figure, relative to existing development at Purbrook Gardens and Forest End. Other detailed matters raised include orientation of new development relative to the A3, the characterless and uniform appearance of the proposed dwellings, dangerous access point from the allotment shop on the east of the A3, dangerous crossing points for pedestrians from Widley/Purbrook area, development of an unnecessary length of road reduces the amount of planning gain available to Havant Borough to improve amenities, potential loss of heavily used footpaths, bus routes serving the development and uncertainty over provision of nursery. Following on from the final round of consultation in relation to the realignment of the SAR, Purbrook and Widley Area Residents Association made reference to the fact they support the realignment of the SAR. However maintain objection in relation to the creation of a Toucan crossing within 100 metre of a bus gate (would result in an increase level of disturbance to adjacent residents), increase in disturbance to occupiers east of A3 due to orientation of dwellings and resultant vehicular movements, excessive density figure, height of development north of Purbrook Gardens, loss of panoramic view north of Portsdown Hill due to height of development, pollution to controlled water as result of location of cemetery.
- 6.44 Waterlooville South Community Board: Support the realignment of the SAR. However maintain objection in relation to the creation of a Toucan crossing within 100 metres of a bus gate (increase in disturbance to adjacent residents), increases disturbance to occupiers east of A3 due to orientation of dwellings and resultant vehicular movements, excessive density figure, height of development north of Purbrook Gardens, loss of panoramic view north of Portsdown Hill due to height of development, pollution to controlled water as result of location of cemetery.

6.45 Advisory note made, stating objections could be removed if the area south of Milk Lane ridge was used for the cemetery and some green space for the Purbrook, Stakes and Widley residents in compensation for the loss of open space as a result of housing proposed for Purbrook Parks Playing Fields (not within the application site).

6.46 Waterlooville & Districts Residents Association: as 6.44

### **Statutory Bodies**

6.47 Environment Agency: Further to an objection to the application as originally submitted regarding insufficient information in relation to the cemetery proposal and pollution to controlled waters, consultation between the applicant and the EA has resulted in EA support of the application, as revised, subject to a number of conditions which are recommended and appended to this report (No's 16, 17, 18).

6.48 Natural England (formerly English Nature): Further to the realignment of the Southern Access Road and the addendum to the ES, Natural England is satisfied that the proposed compensation land for Brent Geese is suitable in extent. However, the compensation land has a disturbed boundary as there are large overhead electricity pylons running the length of the compensation land. This issue could be resolved through the placement of deflectors on the overhead power lines.

6.49 In addition to this, reputable anecdotal evidence suggests that recordings of larger numbers of birds have been reported on some of the existing fields on site, when the right conditions prevail. In adopting a precautionary approach in light of the anecdotal evidence provided to Natural England, it is recommended that:

- Building on site takes place in a phased way (field F, P and potentially R, K and S) are not developed on for 5 years, to give time for 4 more Winter Brent Goose surveys,
- During this time the proposed compensation land is managed and monitored for its capacity to support Brent Geese
- In the event that no more than 100-200 Brent Geese are recorded in any one field at any one time the proposed mitigation will be deemed as sufficient. If however Brent Geese are found in any one field in higher numbers or in multiple fields in higher numbers at the same time and evidence has not been provided that the compensation land could support this number of geese, off site compensation should be sought. Works must be secured through S106 legal agreement.

6.50 With regard to the amended Southern Access Route, Natural England have no objection to the realignment of the Road, provided that the mitigation

measures proposed for dormice (which was agreed for the previous route) applies to the section of the route that now goes through the “Church land”, as well as the remainder of the route.

- 6.51 Highways Agency: The original consultation response submitted by the HA advised they were unable to approve the proposal until the impacts on the A3 trunk road were fully assessed. Following on from numerous technical modelling meetings to discuss a number of issues, the HA has been able to resolve all issues with respect to their base and forecasting modelling and the associated highway improvements at the junctions with the A3(M), subject to the planning agreement containing a suitable trigger point for the implementation of the improvements to the A3(M) junction 3 northbound off-slips. It was noted that the agreed trigger point for the whole MDA is before the completion of the 401<sup>st</sup> dwelling.
- 6.52 English Heritage: Following the initial consultation period English Heritage advised that the proposal would not directly affect any statutorily designated heritage assets, and the localised areas of archaeological features of national importance. The archaeological potential for all periods across the proposed development site has been assessed as low. On the basis of supplied data, the proposal sounds acceptable, subject to an appropriate programme of archaeological evaluation and mitigation. However, a number of concerns regarding the need for further data enhancement across the development site is required. Following on from the Addendum to the ES, English Heritage is now satisfied that the above issues have been satisfactorily addressed, subject to the imposition of planning conditions.

#### **Other consultees**

- 6.53 SEERA: (South East England Regional Assembly) The principle of the development has been established through the adopted Local Plan Review. Therefore SEERA has no substantive comments to make. In order to ensure the development does not prejudice or materially conflict with the Regional Spatial Strategy and the draft South East Plan the local authorities should:
- Secure phasing and delivery of infrastructure
  - Secure the incorporation of energy efficiency measure, renewable energy and sustainable construction
  - Secure high quality design and appropriate types and mixes of houses
  - Secure an appropriate package of transport infrastructure
  - An appropriate package of protection and mitigation
  - Incorporate SUDS.
- 6.54 CABE: (Commission for Architecture and the Built Environment) Supportive of the aspirations of the application to develop an exemplar urban extension that is sustainable, of high quality and that seeks to enhance the vitality and

viability of Waterlooville. CABE has no objection in principle to creating an urban extension in this location. There are however concerns regarding the urban structure of the proposal and its connectivity with Waterlooville and the existing town centre in particular.

6.55 ATLAS: (The Advisory Team for Large Applications) Support aspirations to develop an exemplar sustainable urban extension. However with regard to the initial scheme ATLAS raised general concerns over the lack of parameter plans for the proposal, connectivity and urban structure. Following on from the ES Addendum, ATLAS is encouraged by the design addendum which includes parameters and the work progressing on design codes. However, request further work be undertaken in relation to landscape structure, movement and character of areas.

6.56 East Hampshire Badger Group: Pleased that the Badger mitigation report uses nationally recognised criteria for assessing sett type. However failure to use recognised criteria for assessing hole usage and failure to include map identifying location of latrines outside application site makes interpretation of findings difficult. Recommend imposition of planning conditions to ensure mitigation provisions are included in the scheme.

*Comment: This matter is adequately covered by condition 35 as outlined in Appendix B*

6.57 Hampshire & Isle of Wight Wildlife Trust: The Trust initially objected to the land proposed as compensation for the Brent Geese (figure 11.8 of the Addendum April 2007), given the proposed compensation land has electricity pylons running from the south which are in the flight path of the Brent Geese.

6.58 Following on from discussions with Natural England, the Trust stated that they considered Natural England's response to be satisfactory in their recommendations for the use of Deflectors on the Pylons and further survey work undertaken for 4 years.

6.59 The Trust is aware that by permitting the development to go ahead, even in a phased approach, it may result in disturbance to the Brent geese. The Trust however considers that although the geese will be disturbed within the phase one area of development, as the phase 2 area will not be disturbed from construction over the next 4 years then this along with the surrounding Southwick Estates land should be sufficient for the Brent geese during this period. As such, it is considered that these areas need to be included in any survey work, along with the areas proposed by Natural England.

6.60 If alternative sources of off-site mitigation can be found, the Trust feel that off-site mitigation away from the pylons would be preferred along with the 4 years survey work. In either case subject to the applicant entering into an

appropriately-worded S106 agreement, the Trust is able to withdraw its objection.

- 6.61 With regard to other amendments made to the scheme the Trust is pleased to see that the changes to the Southern Access Road no longer impacts on the SINC. Trust satisfied that the mitigation area for the skylarks is adequately covered in the new meadow within the habitat creation areas.
- 6.62 Royal Society for the Protection of Birds: Pleased that the development scheme has compensated for the loss of Brent Geese feeding habitat. Recommend that a planning condition is imposed to ensure that the new area of habitat is safeguarded from further loss and managed for feeding Geese in the long term.
- 6.63 Portsmouth City Council: Whilst continuing to support the principle of the development, the City Council initially objected to the proposal on the grounds that the transport implications were not properly assessed and appropriate remediation or mitigation measures put forward. Following extensive discussion between senior officers in the respective councils, agreement was reached that should the traffic impacts of the MDA exceed those now envisaged, then further highway improvements to minimise those impacts will be investigated, in the expectation they can be substantially funded from the development's £1.2 million highways mitigation contingency fund. Subject to this matter being endorsed then Portsmouth City Council withdraws its objection.
- 6.64 East Hampshire District Council: General comments made in relation to integration of affordable housing with the market houses, S106 agreements ensuring developers' contributions are received for the necessary off-site community facilities and public services, leisure and cultural uses and sufficient improvements to secondary schools in the Cowplain/Waterlooville area to accommodate children from the MDA. EHDC also commented that there appears to be a lack of integration between cycling facilities in the Wimpey and Grainger developments and the MDA and existing cycle routes serving Waterlooville Town Centre and north through Milton Road to Horndean and Hartplain. General highway concerns also raised over the likely 'rat running' of vehicles through Horndean prior to joining the A3(M) north. There is no provision of a new or improved road link though Waterlooville to the A3(M) north.
- 6.65 Southern Water: Inadequate capacity in the local network to provide foul sewage disposal to service the development. Additional off-site sewers, or improvements to existing sewers required. A strategy for off site improvements has been agreed. However requests imposition of planning conditions requiring details of proposed means of foul sewage disposal (Condition No: 22).



- 6.66 SUDS facilities in accordance with current legislation are not adoptable by sewage undertakers. Therefore need to ensure that arrangements exist for long term maintenance. Request imposition of planning condition relating to means of foul sewerage and surface water disposal (Condition No:22).
- 6.67 Portsmouth Water: No objections. Portsmouth Water is capable of providing adequate water supplies to the proposed development.
- 6.68 National Grid: There are no electricity or gas transmission infrastructure in the area. However there may be gas distribution assets in the vicinity.
- 6.69 Scottish and Southern Energy: Insufficient available capacity for development. The proposed development will require 33,000 volt circuit linking to the SEE Widley site and a new system transformer at the Waterlooville 33,000/11,000 volt site. Route availability is also required across the southern MDA. This provision is to be made in advance of commencement and costs will be recovered at the time developers apply for supply.
- 6.70 The Ramblers: Raised concerns over status of existing footpaths, stopping up of footpaths and potential urbanisation of some links.

*Comment: Hampshire County Council have commented that the proposed rights of way and access network are satisfactory and that the proposed networks provide convenient off road links to the countryside and circular routes that can be actively enjoyed by the new communities.*

- 6.71 Hants Cycling: Concern was initially raised over the internal and external cycle links to the site. Following on from the Addendum to the ES Hants cycling is essentially satisfied that their initial concerns have been addressed. General issues over design and layout. Acknowledged such issues can effectively be dealt with at the detailed planning stage.
- 6.72 Realignment of Southern Access Road: No issues. However request that cycle route through the 'Matalan' car park is revised to make it more cycle friendly.
- 6.73 Defra: The soil management strategy should be targeted at re-using the top soil from the areas of Best Most Versatile (BMV). The reference to PPS7 implies that Sustainability will be addressed in this scheme. Design Statement however shows more watered down commitments. Recommend that LPA ask for more specific outcomes and targets to meet policies and strategies.
- 9.74 *Comment: The soil Management Strategy includes recommendations for the handling and placing of topsoil's to protect this natural resource.*
- 6.75 East Hampshire Primary Care Trust: Initially, the Primary Care Trust raised concerns with regard to the location/access and cost of the health care

centre. These issues have now been resolved through negotiations held between the PCT, the applicant and the relevant local authorities, to establish an acceptable location and costing strategy (S106 resolution).

- 6.76 Forest End Surgery: Initially, Forest End Surgery (the surgery to be relocated into the development site) raised concerns over the access, integration and size of the local centre and whether it was an appropriate location for the surgery. Concerns in relation to access and size resolved through various external meetings and negotiations. Discussions have resulted in a revised location close to Maurepas Way so that it would be able to serve the existing and proposed community.
- 6.77 Hampshire Constabulary: Concern is expressed over levels of congestion, shared space principles and general pedestrian safety, requirement for a 'good movement framework', general safety principles and design layout to minimise antisocial behaviour.
- 6.78 Realignment of Southern Access Road: Will improve traffic situation. However, concerned that proposed connection of Marrelswood Gardens with Purbrook Heath Road would encourage anti-social behaviour. Recommend that access to Purbrook Heath Road remains unchanged.

*Comment: The amendment to the Southern Access road is considered to be a significant improvement in many respects and taking this into consideration the benefits would outweigh any negative impacts in this consultation response.*

- 6.79 Campaign to Protect Rural England: Number of concerns raised in relation to:
- Initial configuration of the Southern Access Road unacceptable;
  - Design/ of development needs to accord with traditional values;
  - Integration of site with northern part of MDA, Brambles Business Park and town centre;
  - Phasing of development needs to be co-ordinated across the whole site;
  - Needs to be at least 2 entrances into the Brambles Business Park from the southern MDA.
- 6.80 Sport England: Sport England initially objected to scheme on the grounds that the development failed to adequately provide for the demand for sport and recreational facilities generated by the proposed development. Further to additional information submitted in support of the scheme, which reported that the developers have agreed in principle to the sum to be included in the S106 agreement towards indoor sports provision, Sport England withdraws its initial objection.

## 7 REPRESENTATIONS

- 7.1 This application was publicised in accordance with both Winchester City and Havant Borough Council's Code of Practice for Publicity of Planning Applications. As a result of which a total of 1548 addresses (some of which were notified on 3 occasions) were notified, 19 site notices erected (on 3 occasions), in addition to being publicly notified in the relevant papers. Directly associated with the publicity of the development, 3 rounds of exhibitions took place at Denmead Community Centre, Waterlooville library and Deverell Hall, Purbrook as well as a number of Community Involvement meetings which were presented to Denmead Parish Council, Purbrook and Widley Residents Association together with the Waterlooville South Community Board. On receipt of the revision to the Southern Access Road notification was reduced to those who had previously made representations and those living to the south of Milk Lane. Following on from the notification process a total of 200 representations (as received at the time of writing the report) have been received in relation to the application from residents and local businesses. Of the 200 representations received (of which approximately three quarters mirrored the contents of the Purbrook and Widley Area residents' Association representation), 8 were written in support of the location of the original southern access road, whilst 47 supported the scheme in part (realignment of Southern Access Road).
- 7.2 The following issues were raised in opposition to original planning scheme (Southern Access Road to the south of Purbrook Heath Road)

### *Highways and Traffic*

- Highway safety for pedestrians and cyclists, in particular at the proposed site access points, along the proposed Main Avenue and adjacent to the mixed use development on Hambledon Road (although this does not form part of the Grainger application).
- The original location of the Southern Access Road (SAR) would create a dangerous access from the allotment shop on the east of the A3.
- The proposed location of the Southern Access Road (SAR) introduces another stopping on the A3 which already has over thirty stopping/turning off junctions between Waterlooville and 'The George'.
- Pedestrians at Widley/Purbrook would have to cross four roads to reach the Purbrook Heath area.
- Unnecessary length of road reduces the amount of planning gain which would be available to HBC to spend on improving amenities for existing and new residents.
- Building of a major access road through a Site of Important Nature Conservation (SINC)
- Who has responsibility of building Southern Access Road (SAR)
- The A3 Toucan crossing is on a bend and 30 metres from the bus gates

- The need for bus routes to service the development
- No vehicular access between Brambles Farm and the new industrial area
- The proposed development will exacerbate the level of congestion on the enlarged ASDA roundabout.
- Need to prevent 'rat running' along Newlands Lane
- Needs to improve safety of walkers, cyclists, horse riders along gateways to countryside
- No capacity for additional traffic generated.
- Comparison between the two SAR options is misleading, incomplete and in some cases inaccurate.

### *Design*

- Houses adjoining Purbrook Village need to face the A3 London Road for appearance purposes in order to maintain uniformity of the A3 corridor and prevent light pollution.
- No green band of landscaping is indicated on the plans along the A3 or adjoining Purbrook Gardens
- Examples of dwellings provided areas characterless and uniform
- Need for dwellings to be in keeping with existing materials
- 40 -50 dwellings per hectare is excessive.
- Need to vary height of development to between 2 and 3 stories north of Purbrook Gardens.
- Building on the ridge at Milk Lane will destroy the historic view from Portsdown Hill.
- The roads on the estate to the north of Purbrook Gardens are shown at 90° to the A3. This will cause light pollution to the lower existing properties to the east.
- Greener and wider landscape area between Purbrook and the A3 required to prevent surface water runoff and provide adequate screening.
- Development of dwellings onto the boundary of Purbrook Gardens would adversely impact of privacy and outlook for residents.
- The build area south of the ridge at Milk Lane should be north of the ridge if it is to be part of the Waterlooville district centre.
- Four storey blocks are too high in relation to the surrounding area .
- The propose housing is too close to the pylons.
- Avoid flat roofs.
- Houses and flats to the north Purbrook Gardens side onto London Road. Vehicle headlights will disrupt amenities of occupiers to the east of the A3.

### *Landscape and Ecology*

- Building adjacent to woodlands and hedgerows should be restricted.

### *Flooding and Drainage and contamination*

- Concern over water supply issues over drought season.
- Concern over flooding to Brambles Farm as a result of the problems with the water table at the proposed cemetery site.
- Potential surface water contamination as a result of the level of the water table at the proposed cemetery site.

### *Miscellaneous*

- No provision for a junior/nursery school
- Woodside House/Nursery school has been grossly misrepresented on the detailed plans.
- Retention of the heavily used footpaths is of prime importance.
- Location of HWRC in the northern MDA site is not centrally located
- Need for second crossing required to link the MDA with the town centre at the ASDA carpark.
- Need to identify location of Farlington work house on site, as site may be of historical importance.
- Concern over generation of dust generated, through loss of hedgerows/trees along the boundary of A3.
- Inclusion of local centre will detract from the original town of Waterlooville.
- Do not build within 10 metres of a gas sub station and gas pipeline which runs north of Purbrook Gardens.
- No planning gain money has been allocated to Waterlooville swimming pool.
- No indication of how or where existing Rights of Way will be diverted.

7.3 The following issues were raised in opposition to the current scheme (realignment of Southern Access Road);

- The Toucan crossing adjacent to footpath 18, north of Purbrook gardens. This would locate the Toucan crossing and one Bus Gate within 100 metre of one another - unacceptable increase in noise level.
- The houses and flats to the north of Purbrook Gardens side onto London Road. Vehicles accessing site will disrupt amenities of occupiers to the east of the A3.
- Density figure of 40 units per hectare for the area between Purbrook and Waterlooville not appropriate in light of the JAP report which states that there is no need to build on the reserve sites on the MDA.

- Building heights potentially 3-6 storey to the north of Purbrook Gardens.
- Loss of panoramic view looking north from Portsdown Hill with the proposal of 3-6 storey estate topped at the highest point with a 6 storey block of flats.
- Given difficulties which will ensue concerning pollution of the water courses if the cemetery is sited north of Milk Lane Ridge, request that cemetery be sited to south of ridge, to avoid issues relating to pollution of water courses.
- Above objections could be resolved in the area south of Milk Lane ridge was used for the cemetery and some green space for the Purbrook, Stakes and Widley residents in compensation for the loss to housing of Purbrooks Park's Playing Fields.
- Proposed roads will adversely impact on ambience of Rocking Horse Nursery School.
- Proposed roads will adversely impact on the tranquillity of the site for the residents of Marrelswood Gardens.
- Detrimentally impact on site at Woodside.
- Favour access by the Southern allotments.

7.4 The following issues were raised in support of the application:

*Original Scheme*

- Support southern access road, as situated adjacent to the allotments east of London Road.

*Current Scheme*

- Support vehicular access situated at Maurepas Way and Milk Lane.

7.5 Following on from the addendum planning scheme which resulted in the realignment of the Southern Access Road a total of 47 letters were submitted in support of the proposed realignment of the SAR to a point at Ladybridge roundabout.

## **8 RELEVANT PLANNING POLICY**

8.1 The application site falls partly within the jurisdiction of Havant Borough Council (HBC) and partly within the jurisdiction of Winchester City Council (WCC). The current Development Plan context therefore comprises the following documents:

- RPG 9 Regional Planning Guidance for the South East
- Adopted Hampshire County Structure Plan 1996-2011 (Review)
- Adopted Winchester District Local Plan (Review 2006)

- Adopted Havant Borough District-Wide Local Plan (2005)

The Adopted Hampshire County Structure Plan 1996-2011 (Review)

Policy H1/H2	Housing Provision
Policy H3	Housing Provision in MDAs
Policy MDA1	Principles of Major Development Areas
Policy MDA2	A new community West of Waterlooville
Policy UB3	Design
Policy R2	Open Space, recreation and play facilities
Policy T5	Transport Requirements for New Development
Policy T12	Provision of facilities for walking and cycling

The Adopted Winchester District Local Plan (Review 2006)

The main policy in respect of the MDA is;

*Chapter 12 Major Development Area*

MDA.1 West of Waterlooville

Other policies which are material in determining this application include:

*Chapter 3 Design and Development Principles*

DP.1	Planning Applications Supporting and Explanatory Information
DP.3	General Design Criteria
DP.4	Landscape and the Built Environment
DP.5	Design of Amenity Open Space
DP.6	Efficient Use of Resources
DP.8	Flood Risk
DP.9	Infrastructure for New Development
DP.10	Pollution Generating Development
DP.11	Unneighbourly Uses
DP.13	Contaminated Land
DP.15	Renewable Energy Schemes

*Chapter 4 Countryside and Natural Environment*

CE.9	Site of Importance for Nature Conservation
CE.10	Other sites of Nature Conservation Interest
CE.11	New and enhanced sites of Nature Conservation Value
CE.12	Agricultural land quality
CE.17	Re-use of non-residential buildings in the countryside

*Chapter 5 Historic Environment*

HE.1	Important Archaeological sites
HE.2	Archaeological Assessments
HE.13	Historic Buildings – Changes of Use
HE.14	Alterations to Historic Buildings
HE.16	Setting of Listed Buildings
HE.17	Re-use and conversion of rural and industrial buildings

*Chapter 6 Housing*

H.1	Provision for Housing Development
H.5	Affordable Housing
H7	Housing Mix and Density

*Chapter 9 Recreation and Tourism*

RT.4	Recreational Space for New Housing Development
RT.9	Recreational Routes

*Chapter 10 Transport*

T.1	Development Location
T.2	Development Access
T.3	Development Layout
T.4	Parking standards
T.5	Off Site Transportation Contributions
T.6	Integrated Transport Infrastructure
T.11	Road Schemes

*Chapter 12 Major Development Areas*

MDA.1	West of Waterlooville
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The Adopted Havant Borough District-Wide Local Plan (2005)

- 8.2 Policies are restricted to those relevant to the element of the proposal falling within Havant Borough.

*Chapter Urban Areas*

UA5	Mixed Use Developments
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*Chapter Countryside and Coast*



C1	Protection of the Countryside
C2	The Protection of Agricultural land
<i>Chapter</i>	<i>Nature Conservation</i>
NC1	Protection of the Natural Environment
NC4	Sites of Importance for Nature Conservation and Local Nature Reserves
NC5	Other Features of Nature conservation Interest
<i>Chapter</i>	<i>Pollution Control</i>
PC1	Control of Potentially Polluting Uses
PC3	Protection of Water Quality
PC4	Light Pollution
<i>Chapter</i>	<i>Renewable Energy</i>
ENG1	Energy Generation from Renewable Sources
<i>Chapter</i>	<i>Design</i>
D1	High Quality Design
D2	Coordination of Development
D3	Public Spaces
<i>Chapter</i>	<i>Historic Heritage</i>
HE1	Development in Conservation Area
HE13	Archaeological Assessments
HE14	Archaeological Investigations
HE15	Roads with Special Character
<i>Chapter</i>	<i>Landscape</i>
L4	Stream Corridors
L6	Conservation and Protection of Existing Natural Features
L7	New Landscape Works
<i>Chapter</i>	<i>Housing</i>
H1	Scale of Housing Provision
H5	Density of Housing Development
H6	Range of Housing Types and Sizes
H8	Affordable Housing

<i>Chapter</i>	<i>Major Development Area West of Waterlooville</i>
MDA1	Land West of London Road (Plant Farm)
MDA3	Land West of London Road (Purbrook Heath)
MDA4	Transport Matters Relating to the MDA
<i>Chapter</i>	<i>Town, District and Local Centres</i>
TC4	Out of Centre Development
<i>Chapter</i>	<i>Waterlooville Town Centre</i>
WTC1	Public Transport Improvements
WTC7	Development Site – Former Allotments, Maurepass Way
<i>Chapter</i>	<i>Recreation</i>
R17	Playing Space related to new Housing Development
R19	Leisure Routes
<i>Chapter</i>	<i>Community Services</i>
CS4	Cemeteries
<i>Chapter</i>	<i>Transport</i>
T1	Proposals to Assist in the Development of an Integrated Transport Network
T2	Safeguarding of Land for South Hampshire Rapid Transit System
T4	The Needs of People with Disabilities and Mobility Problems
T5	New Roads
T6	Public Transport, Cycling and Walking – New Development
T7	Criteria for Access to Development
T8	Bus Access and Provision for Cyclists and Pedestrians
T9	Vehicle Parking and Turning Facilities
T10	Contributions to Off-Site Highway Improvements
T11	Developer Contributions Towards Green Transport Infrastructure
<i>Chapter</i>	<i>Utility Services</i>
US4	Sewers
<i>Chapter</i>	<i>Flooding and Coastal Erosion</i>

F2 Development in Fluvial (River and Watercourse) Floodplains or at other risk form Flooding

*Chapter Implementation*

IMP1 Financial Contributions

*Other*

St Johns Conservation Area Assesment

#### National Planning Policy Guidance/Statements

PPS 1 Delivering Sustainable Development (2005)  
 PPS 3 Housing (2006)  
 PPG 4 Industrial and Commercial Development (1992)  
 PPS 6 Planning for Town Centres (2005)  
 PPS 7 Sustainable Development in Rural Areas (2004)  
 PPS 9 Biodiversity and Geological Conservation (2005)  
 PPG 13 Transport (2001)  
 PPG15 Planning and the Historic Environment (September 1994)  
 PPG16 Archaeology and Planning (1990)  
 PPS 17 Planning for Open Space, Sport and Recreation (2002)  
 PPS22 Renewable Energy (August 2004)  
 PPS23 Planning and Pollution Control (November 2004)  
 PPG 24 Planning and Noise (1994)  
 PPS 25 Development and Flood Risk (2006)

#### Regional Planning Guidance

RPG 9 Regional Planning Guidance for the South East  
 Draft RSS 9 Draft South East Plan

#### Government Circulars

Circular 05/05: Planning Obligations  
 Circular 02/99: Environmental Impact Assessment  
 Circular 06/98: Affordable Housing  
 Circular 11/95: Use of Conditions in Planning Permission

#### Best Practice Publications/Statements of Government Policy

“By Design” (DETR/CABE)  
 “Manuel for Streets” (Department for Transport and Community and Local Government)  
 “Urban Design Compendium” (English Partnerships)

“Creating Successful Masterplans” (CABE)  
 Findings of the Urban Task Force – “Towards an Urban Renaissance” (DETR)  
 “Planning for Sustainable Development: Towards Better Practice” (DETR, 1998)  
 “A Better Quality of Life: A Strategy for Sustainable Development in the UK” (DETR, 1998)  
 “Better Places to Live By Design: A Companion Guide to PPG3” (DTLR and CABE, 2001)  
 “Town and Country Planning (Residential Density) (London and South East England) Direction” (ODPM, 2002)  
 Code for Sustainable Homes (Communities and Local Government) December 2006.

## 9 PLANNING CONSIDERATIONS

- 9.1 Having regard to the Development Plan, the principle of the MDA has been established. Recent housing papers and figures have established the need for housing remains. This is despite a recent report produced by Hampshire County Council which concluded that the estimated supply of housing in Hampshire until 2011 is expected to exceed the Regional Planning Guidance (RPG) requirement and therefore none of the reserve housing sites in Hampshire need to be released for development this year.
- 9.2 The Winchester City Council perspective on the recent housing report produced by Hampshire County Council is as follows:
- 9.3 *The housing requirement for Winchester District in the adopted Hampshire County Structure Plan Review is for 7295 dwellings in the period 1996-2011. The West of Waterlooville MDA forms a substantial part of this provision. The Council's Annual Monitoring Report shows that the rate of provision has been at roughly the level that would be expected at this stage of the Plan period (5049 dwellings completed to March 2006 compared to an annualised requirement of 4863). However, provision at West of Waterlooville is becoming increasingly critical to maintaining an adequate housing land supply to meet Structure Plan requirements, as other land allocations such as at Whiteley, Knowle and Denmead are largely complete. The Council's 'Housing Trajectory' in the 2005-2006 Annual Monitoring Report specifically highlights the MDA given its importance to future land supply, and estimates that 1050 dwellings will be completed at West of Waterlooville by 2011. Although this is looking increasingly optimistic, as approval of the planning application has slipped, any ongoing failure of the MDA to deliver housing completions will cause a shortfall of housing land.*
- 9.4 *The housing land supply situation is analysed in detail in the 'Assessment of the Need for Local Reserve Sites Release' published in January 2007. This*

*shows that development of the MDA is critical to meeting the housing requirements for the District to 2011.*

- 9.5 *The South East Plan proposes higher housing requirements for the period 2006-2026 (10,439 dwellings). There is a requirement for 6,739 of this to be in the southern part of the District (within the Partnership for South Hampshire [PUSH] area). In arriving at and agreeing to this requirement, the City and County Councils have taken the baseline provision at Waterlooville as a commitment which will be delivered in the early part of the South East Plan period. Substantial additional sites are also likely to be needed and are likely to include the 'reserve' provision at Waterlooville (subject to consideration as part of the LDF Core Strategy). It is not expected that the housing requirement in the South East Plan will reduce as a result of the recent Examination in Public - if anything they may increase.*
- 9.6 *It is therefore concluded that the housing requirements for the period to 2026 are increasing over those to 2011 and housing need (for affordable housing) is continuing to grow as house prices escalate. The West of Waterlooville MDA has been identified and allocated through the statutory planning process as the means of meeting a substantial part of the housing requirement. It will also make a large contribution to meeting affordable housing need, through the provision of 40% affordable housing. The requirement and need for the MDA therefore remains and failure to deliver housing in this location would require alternative provision, contrary to the development plan and in less sustainable locations.*
- 9.7 *Havant Borough Council's perspective on the Hampshire County Council housing report is as follows:*
- 9.8 *Each district has identified reserve housing sites which may be released for development if house building targets are not being met. The Major Development Area (MDA) to the West of Waterlooville is not a reserve site in the context of the County Council's report. This development area was identified in the County Structure Plan to help meet the development needs of south east Hampshire and support the continued economic regeneration and associated environmental improvements in Portsmouth, Havant and the surrounding area. The propose 2000 dwellings at the MDA will help to meet the base-line housing requirement for Hampshire to satisfy RPG targets.*
- 9.9 *In addition to the above, it is also important to note that housing completions in Hampshire have not always remained above the RPG requirement and there will almost certainly be variations over time. The projected supply of housing is also based on estimates of when housing developments are likely to come forward, therefore there is no certainty that all these permissions will come forward in the given timescale, or even at all.*

9.10 *The County Structure Plan and RPG will be superseded by the new South East Plan which, in its draft form, requires Havant Borough to plan for 6,300 dwellings until 2026. This represents a significant increase in house building levels, however, any surplus housing supply will help towards the borough's long term housing requirements and will require the Borough Council to identify new land for housing development as part of the Local Development Framework.*

9.11 With respect to other material considerations the key planning issues that have emerged from the public consultation exercise, correspondence and discussions with consultees, the applicant and their agents' and officers' own consideration of the scheme have been categorised as follows:

- a) Whether the proposed location and mix of land-uses would assist the aim of creating a sustainable community.
- b) Whether the application provides sufficient detail to ensure that the design and layout of the proposed development will create a coherent and connected series of neighbourhoods each with a distinctive character which respects the wider context.
- c) Whether the proposed development would cause significant harm to the natural or historic environment, and whether any potentially negative environmental impacts are identified and satisfactorily mitigated.
- d) Whether the proposed highway, access and parking arrangements would cause an unacceptable level of traffic and reduction in highway safety, and whether the proposals provide adequate access to local services and public transport.
- e) Whether the proposed development would provide a satisfactory level of physical, social, and transport infrastructure to meet the needs of the development, and to ensure that it is fully integrated with the surrounding area.

**(a) *Whether the proposed location and mix of land-uses would assist the aim of creating a sustainable community.***

9.12 In assessing whether the development would create a sustainable community the following factors were considered:

- (i) The location and density of residential development
- (ii) The mix of dwelling sizes and tenures
- (iii) The location and type of employment land
- (iv) The location of a the Local Centre and Open Space
- (v) Access to local facilities and public transport
- (vi) Other sustainable development principles

(i) *Location and Density of Residential Development*

9.13 Planning Policy Statement 1 (PPS1) and Planning Policy Statement 3 (PPS 3) set out the Government's approach to planning for housing and mixed use development. PPS 1 reiterates the Government's commitments to promoting more sustainable patterns of development and states that local authorities should, amongst other objectives:

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

9.14 The allocation of the application site in the Adopted Hampshire County Structure Plan 1996-2011 (Review), the Adopted Winchester District Local Plan (Review 2006) and the Adopted Havant Borough District-Wide Local Plan (2005) as a sustainable urban extension is in accordance with these objectives.

9.15 It is broadly accepted in PPS1 and PPS3 and the adopted local plans that higher residential densities are required to make the best use of land. It is also recognised in this planning policy framework that good quality urban design is instrumental in creating sustainable communities.

9.16 The proposed density for the site equates to an average net density of 42.5 dwellings per hectare (dph) which is in accordance with criteria (iii) of Policy H7 of the Adopted Winchester Local Plan and Policy H5 of the Adopted Havant Local Plan and the range suggested for housing development in paragraph 47 of PPS 3 which stipulates that 30 dwellings per hectare should be used as a national indicative minimum to guide development.

9.17 The proposed average net density figure of 42.5 dwellings per hectare (dph) and the provision of 1550 homes followed on from a vision endorsed by the Waterlooville MDA Forum to create a sustainable urban extension to Waterlooville. This vision sought to include sufficient land for employment

opportunities, open space, community facilities and residential neighbourhoods, which responded to the local landscape and context. Throughout the masterplanning process the proposed density figure was further tested against a set of variables which tested design options rather than planning by numbers. Amongst other matters, variables influencing density include, the generous provision of public open space, a massing hierarchy reflecting the street hierarchy through an interrelationship between buildings and spaces and the 40% requirement of 1 – 2 bed houses.

9.18 In accordance with the parameter plans set out in the masterplan, it is envisaged that five principal residential neighbourhoods will be created, in addition to the residential element as contained within the Mixed Use quarter of the MDA. It is proposed that residential development within the 5 residential neighbourhoods be structured around a cross road of secondary and tertiary streets with a local square in each, which will act as a focal point. It is envisaged that the building frontages will respond to the physical and spatial constraints determined by the location of each neighbourhood within the MDA site. For instance, development proposed along the edge of London Road would tend to be comprised of a row of terraced, detached and semi-detached dwellings, which will be similar in scale (2/3 storeys) to the existing neighbouring houses on the opposite side of the A3. A landscape strip including the trees planted as part of the A3 bus priority scheme would separate the new houses from the road edge so to both mitigate the noise issues and accommodate the difference in levels between the MDA site and London Road. Dwellings to be erected along the main streets and around the local squares in contrast will form the main structure of the individual neighbourhoods. The streets treated as shared surfaces will include street car parking, trees and street furniture. It is proposed that all buildings will have their main access onto the street, and each square will have its own specific character responding to the surrounding context.

9.19 The parameter plans as outlined in the design addendum indicate that much of the proposed higher density residential development (3/5 storeys & 4/5 stories) will be located adjacent to the entrance boulevard (in the mixed use quarter), the main street around the local centre, the woodland spine along the west boundary, and along the frontages onto the common overlooking the public open space. In doing so the proposal adheres to the principle of focusing housing in locations accessible to local facilities and public transport and would also help to frame these important open areas.

(ii) *The mix of Dwelling Sizes and Tenures*

9.20 In relation to the type and size of proposed accommodation and its potential to create a mixed and integrated community Policy H7 of the Adopted Winchester Local Plan and Policy H6 of the Adopted Havant Borough Local Plan have been taken into account. These policies seek to increase the



number of smaller dwellings in new development. These policies set targets of 40% to 50% of residential developments to comprise of 1 and 2 bed properties.

- 9.21 The proposed development comprises 1550 dwellings (plus 85 live work units, which are in addition to the 1550 units) of which 40% will be comprised of smaller 1 & 2 bed dwellings. The remainder of the development shall be comprised of larger family homes and some elderly care homes (in the form of a retirement village).
- 9.22 The form and structure of the residential areas (as indicated on the parameter drawings contained within the Design Addendum) is arranged in blocks of varying form (terrace, courtyard houses, flats, maisonettes detached and semi detached houses). Building heights vary along the network of primary, secondary and tertiary streets, with larger dwellings (3-5 storeys) being predominantly located along the primary streets and the smaller 2-3 storey dwellings being located along the secondary and tertiary streets. The exception is along the A3 corridor where 2-3 storey houses are proposed to complement the scale of existing dwellings on the eastern side. The merits of design and layout proposals are considered below.
- 9.23 The development of small size apartments is aimed at the current local demand from single occupiers, couples or small families for 1 and 2 bedroom accommodation. The demand for smaller properties, in particular flats and terraced houses, in most parts of Winchester District is recognised in the 2002 Winchester Housing Needs Survey. However the recent Housing Market Assessment for West Waterlooville demonstrates a greater demand in this area for larger sizes of dwellings, hence the balance struck that 40% of units will be smaller dwellings and 60% will be larger dwellings. The proposal is considered to be generally in accordance with the Development Plans in this respect, notwithstanding the policy requirement in the Winchester District Local Plan Review for a higher percentage of smaller units (50%), and accords with the mix of dwelling types agreed on the northern section of the MDA. The proposed mix should help provide an alternative to larger housing in the local area, thereby contributing to a more mixed and balanced community in Waterlooville and Denmead.
- 9.24 Criteria (ii) of Policy H5 of the Adopted Winchester Local Plan and paragraph 209 of the Adopted Havant Borough Local Plan place a requirement for the MDA to deliver 40% affordable housing. The applicant has agreed to meet the Councils' requirement for 40% of the dwellings to be affordable. To demonstrate the applicant's commitment to providing 40% of the dwellings as affordable housing, Hyde Housing Group has been selected as the applicants' preferred Registered Social Landlord (RSL) for the delivery of the first phase of the affordable housing.

- 9.25 The split between affordable housing into socially rented and intermediate affordable houses (such as intermediate rent or shared ownership housing) will be 50:50 providing a grant is available with a cascade mechanism to be worked out through the S106 Agreement to allow for the possibility that no grant is available. If there is no grant the proportion of intermediate housing would increase; however even in the absence of the grant at least 25% of the affordable housing would be socially rented. The applicant is working with Hyde to maximise the proportion of social rented housing to be delivered and ensure that the mix of unit sizes within the affordable housing fully reflects local need.
- 9.26 It is anticipated that the provision of affordable housing will be dispersed throughout the development thus avoiding large concentrations in any particular location. Affordable housing should normally be provided in blocks of no more than 10-15 dwellings, although precise numbers will be influenced by good planning & design principles as well as the scale of development proposed. The tenure arrangements, standard of the dwellings, the mechanism for allocating the housing and the long term availability of the units as affordable dwellings are to be determined and set out in the S106 agreement in consultation with the Housing Manager of both Council's. The nature of affordable housing provision will be based on the local need at the time of implementation and will be delivered through planning conditions and legal agreements, in line with Policy H5 of the Adopted Winchester Local Plan and Policy H8 of the Adopted Havant Borough Local Plan.
- 9.27 The Local Authorities are producing the draft Section 106 agreement in respect of the affordable housing requirements in conjunction with the applicant and the owners of the northern part of the MDA, George Wimpey Trust.

(iii) *The location and type of employment land*

- 9.28 Criteria (iii) of Policy MDA1 of the Adopted Winchester Local Plan states that majority of the 30ha of employment land (Use Classes B1, B2 and B8) to be allocated within the MDA should be provided as extensions to the existing Brambles Business Park. The remainder of the provision of employment land should be provided in the form of small scale B1 uses that may be located elsewhere in the MDA as part of the Mixed Use development.
- 9.29 The George Wimpey site contributed 7.1ha of employment uses with the remainder of the 30ha provision of employment land to be allocated within the current application site. This is achieved through approximately 12.5ha of land allocated as employment land and an additional 7.2ha allocated for employment use within the Mixed Use quarter (of which a minimum of 30% of business uses would be comprised of B1 uses). The remainder of the employment allocation is likely to be made up through the provision of live

work units and employment opportunities in the local centre and Plant Farm. It is considered that the mix and location of the proposed employment uses is consistent with the policies in the adopted development plan.

9.30 It is proposed to locate the 12.5ha of employment land to the west of the existing Brambles Business Park, while the Business Use element of the Mixed Use area would be located to the south east of the proposed employment area and south of the existing Brambles Business Park. The location of the employment area to the north of the site ensures continuity and complementary uses to the business element located on the northern part of the MDA site (George Wimpey site) and the Brambles Business Park to the east. The mix of employment uses proposed in the employment area assumes a 40/40/20 split between B1/B2/B8 uses.

9.31 A pedestrian and cycle link between the Brambles Business Park from the Grainger application site has been incorporated into the scheme between the northern part of the mixed use area up to a point on Ellettra Avenue in the Brambles Business Park.

*(iv) The location of the local centre and open space*

9.32 It is envisaged that the Local Centre (which includes the listed farm house and associated outbuildings at Plant Farm) will provide the “heart” of the whole scheme. Facilities proposed as part of the local centre are likely to include a primary school, retirement village, a local convenience store, a community hall and a covered area for markets and community activities. The listed farm house is likely to be converted into a pub/restaurant, with a mixture of B1 Business Uses/artists studios and sports changing facilities to be located around Plant Farm, re-using some of the barns and outbuildings associated with the original farm. In order to facilitate easy and convenient access to the local centre it has been located towards the centre of the MDA.

9.33 The evolving mix of facilities proposed within the MDA offer a variety of uses to help make the local centre viable in the early years of establishment. For example, it is envisaged that the retirement village would have a hair dresser, which would be available for wider community use.

9.34 As noted above, the Local Centre which would be physically, visually and perceptually connected to Plant Farm and the surrounding area would be linked through a series of pedestrian and cycle links. Land immediately surrounding Plant Farm would be enhanced and incorporated into the overall landscape strategy for the Common/Open Space.

9.35 With regard to the strategy for common/open space framework, this has been developed as a key element of the Masterplan, connecting the countryside to the town and providing important spaces that will help integrate the existing and new communities. The retention of existing trees and hedgerows will

provide an existing structure to create a new open space network and corridors for improved access to the countryside.

- 9.36 The open space will be managed to enhance biodiversity, and to mitigate any adverse impacts on nature conservation interests, caused by the built development. Discussions were held with the Hampshire Wildlife Trust, HCC and Natural England to ensure that proper mitigation will be provided to mitigate potential impacts on protected species, such as Brent geese, skylarks and dormice.
- 9.37 The overall open space framework will include a range of landscape spaces ranging from informal rural areas in the west and south of the MDA, where nature conservation and quiet recreation are the primary functions, through to more formal and 'designed' public spaces, including a range of sport and other recreational facilities located at the heart of the new community.
- 9.38 Play facilities will be incorporated into the Common together with the potential for engaging in informal recreation. Contributions will be provided through the S106 Agreement to ensure that in developing the neighbourhoods sufficient funding is available to provide for local play facilities.
- 9.39 The central open space (the Common) will provide for a range of formal and informal recreational facilities, which include a cricket pitch and changing facilities, and a multi purpose playing area, which will be aimed largely at tennis and 5 a side football. The potential to use the junior football pitches in the new primary school outside of school hours is being explored with the Education Authority. Additionally, financial contributions will be included in the S106 Agreement to enhance existing sports and leisure facilities at the Waterlooville Leisure centre; and to either provide an all weather pitch, or enhance existing playing fields outside of the MDA.
- 9.40 Youth facilities will be provided around the Plant Farm area, and might include a Multi Use Games Area (MUGA); a BMX/skateboard area; and a youth shelter. Again a sum of money will be identified in the S106 Agreement, but how it is eventually spent will be determined through the participation of the existing and new communities.
- 9.41 In addition to the open space provision, it is intended that a new cemetery and additional allotments will be provided as part of the MDA.
- (v) *Access to Local facilities and public transport*
- 9.42 The success of the MDA will rely on its integration not only with Waterlooville Town Centre, but on it creating a well balanced and permeable internal layout.

- 9.43 Accordingly, in order to facilitate a sustainable community the MDA has essentially been designed to enable all residential dwellings to be located close to the residents' basic needs. This will be achieved by providing a range of facilities on site, such as a health centre, local shops, school, area of public open space, retirement home and other community facilities. The development will also include a diverse range of employment areas, located in the north of this part of the MDA which cater for a range of B1, B2 and B8 uses, as well providing for a range of facilities to enable home working.
- 9.44 A new health centre of approximately 2,000m<sup>2</sup> will be provided in the mixed use area, in order to be accessible for both the existing community and new residents. It will adjoin the proposed nursery facilities, and offers the opportunity to provide an integrated range of children's services.
- 9.45 In order to facilitate sustainable modes of transport the development scheme seeks to incorporate a car club on site, as well as a new local 'Hopper' bus to run a circular route between the local centre, WaterlooVille Town centre and Purbrook and links with the A3 Bus Primary Corridor. In order to ensure permeability and ease of access to local facilities the site will be well connected by a network of footpaths and cycleways both onsite and connecting to the wider area both for access to local facilities and for recreation. The footpath/cycle routes will largely be separate from the road and designed to avoid areas that may feel unsafe to users.
- 9.46 A balanced mix of land uses and densities have been designated alongside walkable proximities between live, work, community and recreational facilities with an overall objective of reducing the need to travel by car. Bus stops will be located at convenient 400m intervals creating a 5 minute walk distance from all homes. A general arrangement of land uses will make local facilities accessible within a general layout of a permeable street patterns.
- 9.47 Particular attention has also been paid to the links between the MDA and the existing urban area to ensure that existing residents could benefit readily from the new facilities. Maurepas Way is but one of the number of key pedestrian linkages into the town centre. Of equal importance will be linkages from the MDA to existing schools and community facilities in the existing urban area (integration is covered in paragraph 9.79 of this report).
- 9.48 New footpaths and cycle routes will be established through the Common, along the River Wallington and through the habitat areas to the south. These routes would link the existing and new community with the countryside beyond. Establishment of additional circular routes around the farmland to the west would provide further recreation opportunities. In the event of the development of the reserve area to the west of the current site a new multi use rural bridleway/footpath will be established north/south linking Purbrook Heath Road to the north.

9.49 It is considered that these measures would provide improved access to the countryside, and recreational facilities, reducing the need for residents to travel to enjoy the countryside and will contribute to an integrated and permeable site.

(vi) *Other sustainable development principles*

9.50 One of the primary objectives is to create an extension to Waterlooville that is sustainable in its widest sense. This included setting up a set of sustainability strategies, which show that Grainger Trust Plc is committed to minimising the impact of the development, whilst maximising the social, environmental and economic benefits of the development.

9.51 The developer has sought to adopt a number of key sustainability strategies which include (amongst other matters) protecting existing habitat and habitat creation, promoting healthy lifestyles via excellent provision for outdoor activities and recreation, creating inclusive communities, producing low carbon development, utilising local sustainable materials, minimising waste, sustainable methods of flood protection and reducing water demand and promoting equity and fair trade.

9.52 With regard to other issues relevant to the principle of sustainable development the application includes a strong commitment to energy efficiency through the design and layout of new development. The proposal seeks to fully embrace sustainable energy opportunities through maximising energy savings and promoting renewable energy opportunities. The majority of dwellings would be arranged with an east/west major elevation to achieve good levels of passive solar gain on both sides of the streets. Where dwellings or apartment blocks would have a south elevation, this would be used for main living spaces with higher percentages of south facing glazing than on north facades. The applicant also states the proposed residential development would be designed to achieve an overall BREEAM Eco Homes rating of 'Very Good' throughout, (or the Codes for Sustainable Homes equivalent). The achievement of Eco Homes 'Excellent' for certain 'green quarters' of the site, will be explored at the detailed stage.

9.53 In order to manage surface water run-off, and to mitigate against potential flood risks a Sustainable Urban Drainage System (SUDS) is proposed. This has been designed with the active participation of the Environment Agency which has written to endorse the scheme, which is seen as something of an exemplar. In addition to the practical and functional features of the system, the SUDS system will provide an attractive element in the open space network, and help to enhance biodiversity in the MDA.

9.54 As part of the proposals it is also intended to restore the banks of the River Wallington which are currently canalised, to enhance its attractiveness and wildlife potential.

- 9.55 In order to assist in the objective of creating a cohesive and sustainable community the developers will be required to provide a Community Centre and Community Development Worker. The latter will be employed for a period of 10 years and will be funded through the S106 Agreement. They will work closely with the Management Company and the Green Travel Coordinator, to ensure that new residents are aware of the full range of opportunities offered in and around the MDA, and to ensure that the new community fully integrates with the established community nearby.
- 9.56 A Management Company is proposed which will be responsible for managing the community infrastructure and open spaces including the SUDS. This is, in part, because many of the streets will be designed as shared spaces and would therefore be unlikely to be adopted; and the developers would be responsible to maintaining the SUDS until the development was completed, so would effectively be responsible for the SUDS for anything up to 10 years. In addition the Registered Social Landlord would want to retain a permanent presence on the site to deal with the day to day management issues of the residents in the affordable housing.
- 9.57 Hyde Housing Association, who is the partner RSL for the first phase has experience in establishing Community Management Companies, so will be instrumental with Grainger Trust Plc in developing a company to serve the needs of the MDA. Details of the terms of reference and composition of the Management Company are yet to be determined, but it is understood that it will be endowed with a commuted sum to ensure that any future service charges are kept to a minimum and that existing community groups will be encouraged to participate in the Management Company.

**(b) *Whether the application provides sufficient detail to ensure that the design and layout of the proposed development will create a coherent and connected series of neighbourhoods each with a distinctive character which respects the wider context.***

*Background*

- 9.58 A Major Development Area of 2,000 dwellings provides the opportunity to create a new community which sets an extremely high standard of urban design, which also meets the new and challenging climate change agenda. The expectation is that the Grainger development (to be known as Newlands) will be integrated into the surrounding area as an urban extension to Waterlooville, and Purbrook, and to exploit the opportunities offered by its countryside location.
- 9.59 One of the fundamental objectives for the MDA as adopted by the West of Waterlooville Forum in 2005 was;

‘To aspire to achieve the highest quality of urban design and create a new sustainable community with a strong sense of identity and

belonging, which is safe and secure, is inclusive and which provides for the necessary social and economic needs of its residents to compliment the wider area'.

- 9.60 To achieve this objective a Masterplanning Project Team, was established to help produce a framework that meets the objective of creating an exemplar of sustainable design. The project team involved officers from Winchester, Havant and Hampshire County Councils, working closely together with the developer's own design team. Progress on the work of the Project Team was regularly reported to both the Steering Group and the West of Waterlooville Forum.
- 9.61 At the time of the submission of the Wimpey application, concerns were expressed that a comprehensive masterplan for the whole of the MDA site had not been developed. This made it impossible to determine the George Wimpey scheme without being able to consider it within the wider context of the MDA as a whole. This was rectified with the development of the Grainger Trust Plc Masterplan which shows both the Grainger Trust Plc and Old Park Farm development within its wider context. It shows how the Grainger Trust Plc development fits together with the Wimpey site to the north, and identifies the extent of the necessary physical and social infrastructure required for the whole of the MDA, with an indication of the phasing necessary to bring the infrastructure forward

*Design content of application*

- 9.62 The application submitted in August 2006 was accompanied by a Design Statement. This contained a vision for the new community; an illustrative masterplan, which showed both the Grainger Trust Plc and George Wimpey sites within the wider context, and how the MDA might accommodate the 1,000 dwellings held in reserve if and when they are triggered; it also contained a series of illustrative proposals, which were included to help understand the direction the development might take at the detailed stage, but were not being put forward for approval; and finally it contained a sustainability strategy, which would inform and become an integral part of the detailed design process. It is important to stress that the application is for outline consent only, so the plethora of drawings and illustrations accompanying the application were submitted only for illustrative purposes and consent was not being sought in respect of this material. (The only drawings for which consent was being sought were in respect of the two main accesses).
- 9.63 The application was submitted prior to requirements for Design and Access statements, but officers are satisfied that the level of detail submitted reflects the requirements for a Design and Access Statement. The Design Statement submitted in support of the application was in compliance with Policy MDA1 of the Adopted Winchester Local Plan and Policy MDA2 of the Adopted Havant



Borough Local Plan. The Design Statement sets out the general approach to ensure a high standard of urban design in the proposed development. The Statement describes the local character, vernacular and urban grain in the vicinity of the site and sets out the general design approach. This approach to developing a masterplan and establishing the urban design principles is in line with the policies of the respective Development Plans and guidance set out in PPS1 and 'By Design' (ODPM).

#### *Consultation responses*

- 9.64 Following a series of public exhibitions, and a full round of consultations the following design issues emerged
- Integration with Waterlooville and the surrounding area
  - The level of detail
  - Architectural design
- 9.65 The first two points were emphasised in the response from CABE, the government's advisor on architecture and urban design, and ATLAS the advisory team for large applications, a service provided by English Partnerships. Both these organisations affirmed their strong support for the approach being taken by Grainger and their design team, but raised concerns regarding the level of integration with the surrounding urban areas, and the level of detail provided.
- 9.66 CABE was particularly concerned that the whole MDA site is accessed through only three junctions, which it felt would seriously compromise the sites connectivity with the surrounding area. CABE also felt that the success of the scheme would be dependant on creating a strong urban structure. They suggested that further work should be done to ensure that the urban structure is not fragmented and illegible by providing a clearer hierarchy of routes and spaces which connect all the components of the masterplan.
- 9.67 A landscape characterisation study was suggested to help develop a strategy for the design of the interface between the urban edge and the countryside.
- 9.68 ATLAS was particularly concerned that there was no certainty in the application as originally submitted that would ensure the actual delivery of the key objectives. They recommended that additional material should be submitted which clearly established the urban design principles and parameters of the scheme, which would be used to assess and determine any future detailed applications. In other words there should be a clear distinction between those drawings and plans that were merely illustrative, and those that actually established the parameters of the development.

- 9.69 ATLAS was also concerned about the apparent lack of connectivity with the surrounding residential areas and with the established Waterlooville town centre.
- 9.70 The Councils agreed that establishing a firm set of design principles at the outset is considered essential, particularly with the Grainger application, which might eventually be built by both Grainger and a number of other development interests. Therefore it is considered imperative that an explicit set of urban design principles which will guide the future development of the whole of the Grainger site are established at the outline application stage to avoid any doubt as to the Councils' expectations that the MDA should achieve the highest possible standards of sustainable design. The Councils wrote to Grainger at the end of 2006 setting out their own concerns and those put forward by the various consultees.
- 9.71 In response to these concerns a Design Addendum was submitted in January 2007 which set out to address the above issues and provide further detailed information. Importantly it establishes fundamental urban design principles and the parameters which will provide firm guidance for the future development of the site.
- 9.72 The parameter plans set out the location of the various land-uses; the landscape structure; movement, both between and within the site; the seven neighbourhoods; heights and density; the character areas; and a set of illustrative sections.
- 9.73 The Design Addendum also gives further details on the characteristics and functions of the key open spaces, and indicates how the landscape and open spaces will be integrated into the different neighbourhoods and character areas. The aim is very much to ensure that the landscape is a key component in creating local distinctiveness, and legibility. Details of how trees will be incorporated into the street layouts and a more detailed landscape plans will be developed as part of a Design Code.
- 9.74 Seven neighbourhoods are identified, which will be developed as series of character areas, within which a set of design principles are to be applied. The character areas include the entrance boulevard; the common and its frontages; the frontages to the woodland spine; the frontages to London Road; the local centre; the neighbourhoods'; main streets and local squares; and the frontages to the green corridors and woodland meadows.
- The entrance boulevard; it is envisaged that this will be a tree lined street fronted by buildings integrated in the landscape, forming a strong entrance to the scheme.

- The Common and its frontages; this is the intended focal point of the scheme. The edges will be formed by 3-4 storey residential buildings, fronting onto the open spaces.
- The frontages to the woodland spine; these will be largely 3-4 storey buildings overlooking the woodland. The buildings will be separated from the woodland by shared space, with on-street car parking, and a green buffer to protect the woodland edge and the tree canopy.
- The frontages to London Road; in order to integrate the scheme with the adjoining residential area, a row of 2-3 storey terraces, semi detached and detached houses are proposed. A landscape strip incorporating the existing plating along the bus corridor will separate the new houses from the road edge.
- The local centre; this will contain the community and commercial uses around a green area. It will be linked to Plant Farm by the common and a network of pedestrian and cycle routes across it. Plant Farm is likely to contain a pub and a series of artists studios.
- The neighbourhoods', main streets and local squares; this will form the bulk of the development. The streets will be shared surfaces which will be designed as spaces for people rather than motor cars. They will be planted with street trees, and designed with appropriate planting and surface treatments to reduce traffic speeds. Each building will over look the streets and have their main access onto the street. Each square will be laid out to help create a distinctive character for each of the neighbourhoods. This will establish a legible series of places and spaces, which because of their unique identity will be easy to navigate.
- The frontages to the green corridors and woodland meadows; pedestrian and cycle links will be integrated into these sensitive zones, with carefully designed buildings overlooking the green areas.

9.75 The average density across the MDA is approximately 40 dwellings per hectare. This complies with PPS 3, and makes for the effective use of land, freeing up large tracts of land which is given over as generous areas of open space. The density is achieved by laying out the housing in a traditional hierarchy of streets, which are not unduly given over to car parking. No garage courts are intended, which are often wasteful of space, and can encourage anti-social behaviour. It is expected that the bulk of the new dwellings will be provided in houses rather than blocks of flats.

9.76 The height of the new buildings will be largely 3-4 stories, but along sensitive edges such as along the London Road they will be a maximum of 2-3 stories. However there is scope for slightly taller 4-5 stories in certain key areas,

where buildings of some presence are required, such as in the mixed use area.

- 9.77 In response to the Design Addendum CABE reiterated their fundamental support, but retained their concerns regarding connectivity. They also requested further details on the urban structure and implementation.
- 9.78 ATLAS responded that they were very encouraged by the design development, and while the new material presents a more convincing case for design quality, they considered that there are still areas where further work is required.

*Comments on the consultation response*

- 9.79 Many of the earlier comments raised regarding the design quality of the proposed MDA have been addressed through the Design Addendum, which sets out with more certainty the general parameters which will help establish the design quality of the component neighbourhoods. However it is important to note that the application is in outline, and that conditions would be attached to any consent given requiring the submission of the relevant details before a particular phase of the development can commence; and equally importantly, before such details can be drawn up a design code will need to be approved by the local planning authorities which will add further detail to the parameter plans which have been submitted as part of this outline application. However the following outstanding issues are now considered in more detail

*Integration*

- 9.80 There are two aspects to the concerns expressed regarding the degree of integration proposed in the current scheme; one relates to the wider integration with the surrounding area; the other with the issue of the integration of the MDA with Waterlooville town centre.
- 9.81 The first issue relates to the fact that there are only three means of vehicular access into the MDA (including the access off of the Hambledon Road to serve the Wimpey site). Both CABE and to some extent ATLAS felt that this would inhibit the proper integration of the MDA with the surrounding urban area. However, this not is something that the developers are in a position to respond to. The fact that there are only three vehicular accesses into the MDA stems from firm highways requirements, and in particular that no more vehicular accesses are created along the A3 London Road bus priority route. It is felt that to increase the number of junctions along this route would slow down buses, and act against the fundamental objective of creating a quicker route for buses which encourages greater public transport usage.
- 9.82 Furthermore it is not exactly clear how providing more vehicular routes into the site would encourage integration. In this respect the main aim of

integration is to encourage the free flow of pedestrians and cyclists to and from the site. In this respect, it is considered that the MDA will be well served by a number of existing and new cycle and pedestrian crossings, which will encourage the new residents to use the facilities in the adjoining centres, and importantly to encourage the existing community to use the new facilities being provided within the MDA.

- 9.83 On the issue of creating better links between the MDA and Waterlooville Town centre, currently there is a proposal to create an additional crossing across Maurepas Way, which links the MDA to the town centre via the Asda car park. Asda has given its agreement to creating the necessary link across their land, providing it does not lead to the loss of significant numbers of parking spaces. A sum of money will be identified in the S106 Agreement to provide the link. This money could be used to improve other crossing points if a longer term solution is identified before the crossing is needed. However, in view of the intended phasing of the development this link may not be required until the implementation of phase 4.
- 9.84 However, in the long term this crossing is not considered sufficient to create a strong link between the MDA and town centre in order to properly integrate the old with the new. Therefore a brief has been prepared to examine all the potential options for developing the Grainger site opposite Asda (which is outside of the boundaries of the MDA); developing the Asda site to provide a larger more modern store; and to reduce the severance caused by Maurepas Way. The aim is to produce a development scheme which fully integrates the MDA with the town centre; achieves the highest standards of urban design; and is both financially viable and deliverable.
- 9.85 A budget of £50,000 has been identified to undertake this work, which is funded 50% by Grainger and £8,333 each from Winchester, Havant and the County Council. The consultants Roger Evans, who have undertaken previous work in the town centre have been commissioned to undertake the study and prepare a development brief for the two sites, and the work is expected to be completed by the end of the year. Grainger are committed to take on board the outcome of the work in the detailed design of this part of the MDA and adjacent land.

*Further details*

- 9.86 Both CABA and Atlas have commented that further details regarding the urban design principles need to be established and agreed at this stage. However it should be remembered that the application is only in outline and contains more detail than is often the case for applications of this nature. The Design Addendum clearly establishes the urban design approach and design parameters which will be developed in more detail through the design codes before the development commences.

- 9.87 The design code will set out in more detail how the different neighbourhoods will be developed; how the street will be laid out; the relationship between the buildings and the streets/public realm; how the parking will be provided; the general design approach; and importantly how the sustainability principles will be properly integrated into the detailed designs.
- 9.88 The code will set out how the individual phases will be expected to address the relevant criteria set out in 'Secure by Design' to ensure that safe neighbourhoods and routes through and from the MDA are created. The code will also provide guidance as to how materials will be selected, to ensure that they are both compatible with the aims of sustainability, and appropriate within the local context.
- 9.89 However the code will not be too prescriptive so as to inhibit innovative designs, but will give certainty as to the high standards of design expected throughout the MDA. It will also need to be sufficiently flexible to respond to advances in sustainable technologies, or changes to standards introduced to meet the climate change agenda.
- 9.90 It is considered that the three stage approach wherein: a) the design parameters are established at the outline stage; b) which are then developed into detailed design codes; c) before the details are produced and submitted by application for approval (reserved matters), is a robust system which will ensure that the objective of ensuring that the highest standards of sustainable design will be delivered.

#### *Architectural design*

- 9.91 A number of consultees commented on the architectural approach and quality of the proposed buildings illustrated in the Design Statement. In this connection it is important to note that the sketches and illustrations submitted with the application, which show elevations and perspectives of actual buildings, are only supplied for illustrative purposes; and Members are not being asked to approve the design of any building within the MDA as part of the determination of this current application, and these will be the subject of reserved matters applications at a later stage.
- 9.92 At this outline stage, as might be expected there are no details or other information on proposed materials. Guidance on the selection of materials will be contained in the Design Code, but it will not be until the reserved matters stage that actual details of the materials proposed will be submitted to the local planning authorities for approval.

**(c) Whether the proposed development would cause significant harm to the natural or historic environment and whether any potentially negative environmental impacts are identified and satisfactory mitigated.**

9.93 In assessing whether the proposal would cause significant harm to the natural or historic environment the following key issues were considered:

- (i) The effect of development on flooding and drainage
- (ii) The effect of the development on pollution and ground water
- (iii) The effects of the development on land contamination
- (iv) The effect of development on ecology
- (v) The effect of development on features of archaeological importance
- (vi) The effect of the development on Listed Buildings and conservation Areas
- (vii) The effect of the development on the landscape and trees

*(i) The effect of development on flooding and drainage*

9.94 Planning Policy Statement 25 (PPS 25) published December 2006 sets out the Government's approach towards minimising the flood risks from new development. The guidance applies the 'precautionary principle' by adopting a sequential approach towards reducing flood risks associated with new development.

9.95 PPS 25 requires local Authorities to:

‘manage flood “pathways” to reduce the likelihood of flooding by ensuring that the design and location of the development maximises the use of SUDS, and takes account of its susceptibility to flooding, the performance and processes of river/coastal systems and appropriate flood defence infrastructure, and the likely route and storage of floodwater, and its influence on flood risk downstream”

9.96 In achieving this aim PPS 25 states that a risk – based approach should be adopted at all levels of planning. Applying the source-pathway-receptor model to planning for development in areas of flood risk requires a strategic approach, by such means as avoiding inappropriate development in flood risk areas and minimising run-off from new development onto adjacent and other downstream property, and into the river systems. This approach is reflected in Policy E2 of the Adopted Hampshire Structure Plan, Policy DP.8 of the Adopted Winchester Local Plan and Policy F2 of the Adopted Havant Local Plan. Policy F2 states that where development occurs in areas of risk from fluvial flooding planning permission will be granted only where satisfactory risk management measures are proposed or undertaken as a result of planning conditions or the developer entering a Section 106 agreement.

9.97 There are 2 main receiving waters for run-off from the development site, the North Purbrook Stream to the south, and the River Wallington in the central

area of the site (the latter is the main hydrological component of the site, which has a catchment area of approximately 35km<sup>2</sup>). In addition to the 2 main receiving watercourses there are approximately 9.5km of informal field drains and ditches which have been constructed across the site over the years by farmers. The field drains discharge into drainage ditches, which in turn drain to the adjacent water courses off site.

- 9.98 Detailed flood modelling studies undertaken confirmed that a number of flood events have occurred locally in and around the site, as a result of groundwater flooding, fluvial flooding and localised flooding caused by overloading of local sewers and drains. These different forms of surface water flooding on site are discussed below:

*Fluvial*

- 9.99 Published information from the Environment Agency shows that the proposed site is at risk of flooding in part, lying partially within Flood Zones 3 (high probability) and 2 – proposed employment area and part of the mixed use area (medium probability). The majority of the site however falls within Flood Zone 1 (low probability). In terms of PPS 25 the site is therefore considered to be suitable for development, on the basis that inappropriate land use will not be sited within Flood Zones 2 & 3.
- 9.100 According to Table D.1 of PPS 25, Flood Zone 2 is suitable for most types of development. Those types not generally suitable are fire stations, ambulance stations emergency depots or other types of civil infrastructure. There are no proposals for any such development within the MDA.
- 9.101 Table 1 of PPS 25, indicates that Flood Zone 3a (area of high probability) is suitable for recreation, sports, conservation uses and less vulnerable uses such as non-residential institutions. The Masterplan proposal restricts the land use within this category to landscaping and a small element of car parking. Similarly development within Zone 3b (functional floodplain) has been resisted. As such there shall be no net loss of floodplain storage.
- 9.102 As part of the development scheme it is also proposed to rehabilitate the concrete section of the River Wallington to the south of the Brambles Business Park. The aim of this is to remove the existing trapezoidal concrete channel, and replace it with a more natural river profile, to allow for floodwaters to encroach in a controlled manner during periods of high flows. This in turn seeks to reduce the impact of flooding downstream as well as improving the wildlife amenity in the area.
- 9.103 In light of the above matters, the Environment Agency is satisfied that the proposed development accords with the relevant provision of PPS25 and is considered to have a low risk of flooding from fluvial sources. Detailed



conditions relating to the development of a strategic surface water regulation system and a scheme of river restoration are however required.

*Groundwater*

9.104 The detailed Flood Risk Assessment submitted in support of the ES, concluded that a thick confining layer of London clay isolates the MDA site from the chalk aquifer below. It is therefore considered highly unlikely that the bed of the River Wallington penetrates the depth of the clay evident. As much of the upstream catchment is a piped urban drainage system, it is considered that groundwater flood risk from the chalk aquifer is low.

*On site drainage*

9.105 Development proposed on site will be served by a traditional adoptable piped drainage system designed to a 1 in 30 year return period without flooding occurring. In order to mitigate against an extreme storm event, which would result in excessive levels of overland flow the drainage system has been designed to incorporate the principles of sustainable drainage (SUDs) at a site infrastructure level. This means that although the development will be typically drained by adoptable pipes, they will outfall to a SUDS system prior to outfall to the receiving waters. The measures currently under consideration include 4.9 km of swales and approximately 43,460m<sup>2</sup> of new lakes, wetlands and dry basins across the site, all of which are designed to accommodate a 1 in 100 year return period plus 20% to allow for future climate change.

9.106 Whilst the proposed surface water drainage strategy and compensation methods are supported in principle by the Environment Agency it will be necessary to apply strict control over the detailed engineering, landscape design and phasing of the SUDs through appropriate conditions and a Section 106 agreement.

9.107 It is envisaged all SUD's will be retained and maintained by a Management Company which would be formed (members to include a Housing Association, Grainger Trust Plc and possibly the Hampshire Wildlife Trust) and managed on site, albeit they will be designed to a standard capable of adoption by the Local Authorities.

*(ii) The effect of development on pollution and groundwater*

9.108 PPS 23 'Planning and Pollution Control is concerned with the potential releases of polluting substances into the air, water, land or any combination of them from both operational and construction activities.

9.109 The Pollution Control section of the Adopted Havant Borough District Wide Local Plan refers to PPS 23, highlighting the need for local authorities to take account of polluting uses and notes that liaison with other bodies such as the

EA will be required to assess the likely level of impact of a proposal and whether measures can be implemented to make it acceptable.

- 9.110 Reference to the control of water quality is made within the Pollution Control Policies PC1, 2 and 3 of the Adopted Havant Borough District Wide Local Plan. The Adopted Winchester Local Plan also makes reference to 'Design and Development Principles' which relate to the protection of existing natural features is made within DP.4. In addition, reference to proposals which relate to the protection of water quality are made within DP.10 and DP.12.
- 9.111 Section 8 of the ES refers to the water quality and hydrogeology of the site, and includes an assessment of the existing hydrogeology and the potential impacts both on the proposed development and any influence that the development may have.
- 9.112 As part of the hydrogeological study an assessment was undertaken into the mobility of contaminants within the soil of the cemetery site in the southern part of the Waterlooville site. Investigations undertaken indicated that groundwater was encountered between 2.5m and 6m below ground level. Without any form of treatment or mitigation this could potentially result in direct pollution to controlled waters in and around the site. Consequently, in order to make the cemetery site viable it would be necessary to pump any ground water from the site in order to lower the water table to 2.5m below ground level.
- 9.113 The Environment Agency initially raised an objection to the cemetery scheme on the grounds that insufficient studies had been undertaken to demonstrate that the proposed cemetery would not cause an unacceptable risk of pollution to controlled waters.
- 9.114 In response to this the applicant submitted additional information which proposed potential mitigation measures to address the worst case groundwater scenario for the proposed cemetery site. Details of the proposed mitigation works, which were set out in a supplementary note prepared by the applicant's technical specialist, concluded that sustainable solutions to address the worst case groundwater scenario could effectively be reached on a phase by phase basis. This was considered sufficient enough to enable the Environment Agency to withdraw their objection, subject to the imposition of conditions requiring a detailed scheme for site investigation and mitigation works.
- 9.115 In addition to the above matters, the applicant was requested under Regulation 19 of the EIA Regulations 1999 to submit to the Council further information on the control of construction run-off and in particular pollution prevention measures and the phasing use of SUDS for pollution prevention.

9.116 In response, the applicant provided an addendum to the ES which, clarified that the infrastructure SUDS would be constructed prior to the plot development on a phased basis in tandem with the highway infrastructure, and would incorporate a pollution prevention isolation valve at the outlet to contain spillages. This would then provide water treatment and control in the early stages. It was further indicated that construction phase pollution prevention measures would be planned in detail at the appropriate stage of development and would include additional source control measures such as cut off drains, berms and settlement lagoons to provide pre-treatment to the infrastructure SUDS and existing ditches on site to prevent excessive silt build-up.

9.117 The additional detailed works submitted are considered sufficient to adequately address the issues raised in the response to omissions letter (Regulation 19) and provide sufficient flexibility in the design to control and contain pollution to ground waters.

(iii) *The effect of the development on Land Contamination*

9.118 Policy DP.13 of the adopted Winchester District Local Plan Review makes reference to design and development principles which relate to development on contaminated land. The adopted Havant Borough Local Plan does not make specific recommendations to issues such as design and development principles of contamination.

9.119 Chapter 13 of the ES investigates the local conditions of the geology and contaminated land and any impacts which may be anticipated as a result of the proposed development.

9.120 The study area covered the whole MDA site, and incorporated chemical and geotechnical sampling. The works essentially determined that on the basis of site specific management plans being implemented impacts would be of a negligible magnitude during the construction period.

9.121 However, following a review of the Geology and Contamination chapter of the ES the applicant was requested under Regulation 19 of the EIA Regulations 1999 to submit to the Councils further information on the use of the reference values for assessing the significance of contaminants and the use of dilution as a means of reducing the concentration of contaminants expected in the River Wallington.

9.122 In response the applicant provided an addendum to Chapter 13 of the ES, which provided a full explanation of the reasoning behind the testing undertaken and reviews the contamination results in the light of available guideline values.

9.123 The information provided in the detailed ES Addendum are considered to adequately address the issues raised and no further action is required.

*(iv) The effect of development on ecology*

9.124 Section 11 of the ES provides an ecological assessment of the development and presents the results of a series of ecological surveys undertaken between 1998 and 2006. The aim of the assessment was to characterise all habitats present, assess species distribution and diversity and assess impacts of the development on existing ecology. Amongst other findings the survey results indicated the presence of Brent Geese on fields to the north of Plant Farm, Skylarks, Dormice, Badgers and Bats.

9.125 As result of the assessment works undertaken, mitigation and compensation measures were developed for the site, in order to address several issues including the loss of habitats and the subsequent impact on species associated within the site. More specifically the document focused on ways to mitigate against potential impacts on Brent Geese, Dormice and Badgers, all of which are afforded protection under the Natural Habitats Regulations (1994), and the Wildlife Countryside Act 1981 and the Protection of Badgers Act (1992).

9.126 Following on from the initial rounds of consultation a Regulation 19 letter was issued, in which further information was requested in the form of individual species surveys, general urbanisation impacts on the ecology within the countryside, provision of a clear account of the potential 'in combination' impacts and greater clarity on how the proposal would protect natural habitats. In addition to this, Natural England, The Hampshire & Isle of Wight Wildlife Trust and Hampshire County Council raised an objection to the proposed scheme on the basis that the survey works undertaken failed to adequately clarify the exact numbers of Brent Geese using the site, potential impacts on dormice in terms of creating an unviable population and impacts on and proposed mitigation methods for Skylarks.

9.127 In response to a Regulation 19 request and additional comments raised by Natural England, The Hampshire & Isle of Wight Wildlife Trust and Hampshire County Council an addendum to the ES and other supporting text, in the form of a wintering bird survey, dormice mitigation scheme, SINC mitigation measures, individual species survey information and cumulative impacts report were submitted in support of the scheme.

9.128 As part of the supporting text to the ES Addendum and in attempt to mitigate against potential impacts on Brent Geese, it was proposed to provide a parcel of compensation land to the north west of Plant Farm (on land allocated in the reserve site). In response to this Natural England and the Hampshire & Isle of Wight Wildlife Trust advised that whilst the proposed compensation land is sufficient in size (14.75ha), a precautionary approach to development must be

adopted in light of the fact the site has a disturbed boundary (overhead power lines extend the length of proposed compensation land) and reputable anecdotal evidence suggests that a larger number of Brent Geese actually use the site, than previously recorded.

9.129 At the time of drafting this report the issues of Brent Geese mitigation had not been resolved. However, several options are being explored by the applicant in consultation with Natural England, Hampshire and Isle of Wight Wildlife Trust and both local authorities and it is anticipated that an acceptable solution will be found. Such a solution is likely to involve further bird monitoring and the provision of additional mitigation land off-site. It is therefore expected that Natural England and Hampshire and Isle of Wight Trust objections can be overcome and the situation will be updated at Committee.

9.130 With regard to all other outstanding matters, it is considered that the ES Addendum and supporting reports adequately mitigate against effects during both construction and occupation. Mitigation measures proposed, which will be secured through the Section 106 agreement or conditions include (inter alia) the creation of aerial links from one side of the road to the other (to ensure there will be no loss of connectivity across the site as a result of the SAR for reported dormice), inclusion of habitat creation areas (which in part provides satisfactory compensation land for skylarks) and the creation of badger tunnels.

(v) *The effect of development on features of Archaeological importance*

9.131 Further to a review of the Archaeology and Cultural Heritage chapter of the ES the applicant was requested under Regulation 19 of the EIA Regulations 1995 to submit to the Councils clarification on the determination of impacts and effects on archaeology and the built heritage and proposed mitigation measures. This was reiterated by the County's Archaeologists, Winchester's Archaeologist and English Heritage.

9.132 In response an addendum to the ES was submitted (subsequent to several meetings held between the applicant and relevant heritage consultees) which addresses the above-mentioned points of concern. The addendum provided sufficient baseline data and details and an agreed rationale for the proposed mitigation measures, which provide sufficient flexibility in the design to accommodate any need to preserve unanticipated important remains in situ.

9.133 It is therefore considered that the presence of potential archaeological remains would not present an overriding constraint to development. The County and local authority Archaeologists have advised that an appropriate archaeological condition should be placed on any planning consent to ensure satisfactory archaeological mitigation works are carried out (see Appendix B).

(viii) *The effect of the development on Listed Buildings and Conservation Areas*

9.134 Policy HE5 of the Havant Borough District Wide Local Plan and Policy HE.14 of the Winchester District Local Plan Review essentially state that when considering proposals for buildings of historical interest, the development shall have regard to the desirability of preserving the character and identity of the building.

9.135 Likewise policy HE.4 of the Winchester District Local Plan Review and policy HE1 of the Havant Borough District Wide Local Plan seek to preserve the immediate or wider landscape setting or any part of a Conservation Area.

9.136 As a result of the realignment of the Southern Access Road, a small part of the St John's Conservation Area is now located within the development site. That part of the Conservation Area comprises Marrelswood Gardens and an area of trees and vegetation bordering London Road. Investigations undertaken into potential impacts on the Conservation Area during the Construction and Operational phases of the proposed development indicate that whilst there will be a significant impact it will not fundamentally harm the character and appearance of the Conservation Area as a whole. Likewise it is considered that effects as a result of the development after completion can be adequately mitigated through tree planting to the north and northeast of the revised access road in order to ensure a verdant character adjacent to its southern boundary.

9.137 With regard to potential impacts of the development on features of historical significance, reference is made to Plant Farm, which is a Grade II Listed Building. As part of the development scheme it is envisaged that this building and many of the associated structures (ancillary farm buildings) be re-used within the overall development of the Waterlooville MDA and will effectively form part of the local centre. More specifically, it is proposed that the farmhouse and associated buildings would be made secure throughout the construction process and ultimately used for a variety of purposes (examples of uses include a pub/restaurant, sports changing facilities, studio/workshop), which would complement and enhance the character of the local centre and common.

9.138 Following the submissions of the current application, a Feasibility Study of Plant Farm has been carried out which identifies the date, condition and character of each building forming the Plant Farm complex. It is envisaged that new and acceptable uses can be accommodated within the Plant Farm buildings and dialogue between the applicant and Councils Conservation Officers is ongoing. A separate grant of listed building consent will be required for alterations to the buildings associated with their new conversion to a new use(s).

(ix) *The effect of the development on the landscape and trees*

- 9.139 Section 9 of the ES provides a detailed landscape and visual appraisal of the development. As part of the assessment a study area has been assessed by map study and field analysis to determine the likely extent of any potentially significant landscape and visual effects. It is considered that the resultant scheme which comprises the application site is sensitive to the landscape in which it sits and seeks to retain essential landscape features which contribute to the character of the area and include landscape proposals which seek to enhance the character. For instance, the detailed Masterplan locates the built form of development in areas of least landscape sensitivity, thereby minimising long distance impacts on the landscape. The visual impact appraisal also goes on to demonstrate that the close range views of the development from existing urban areas would inevitably change, but can be mitigated by good quality design including landscape proposals.
- 9.140 In addition to this the proposed scheme seeks to include a range of elements that would enhance the local landscape. This is evident through the restoration of the River Wallington, the retention of existing woodlands and hedgerows and enhanced woodland planting, meadows and wetland creation. The scheme would also include a new planting regime that would be based on a combined structure of appropriate native and formal planted species.
- 9.141 Section 9 of the ES provides a landscape and visual appraisal of the MDA. In this section of the ES, FPCR were commissioned to prepare a report to detail the arboricultural importance of trees located within the red line of the West of Waterloo Major Development Area. Within the Arboricultural report, trees were broadly assessed based on guidance set out within the British Standard BS 5837: (2005) Trees in relation to Construction – Recommendations. The survey results included all freestanding and hedgerow trees within the curtilage of the site (a total of 163 individual trees and 5 tree groups described).
- 9.142 Overall the tree stock on site was found to be generally of a moderate to high quality, providing a visual amenity within the local area and contributing to an important part of the character of the site. Trees identified of visual significance that need to be retained would be adequately protected during works. A method statement outlining how trees are to be protected would need to be submitted at the reserved matters stage following confirmation of site layouts and as part of an arboriculture implications study. In addition to those trees recognised as being of significance in the arboricultural report, it is considered appropriate to extend this schedule further by way of including existing trees which were planted as part of the A3 bus corridor to the eastern boundary with London Road.

**(d) Whether the proposed highway, access and parking arrangements would cause an unacceptable growth in traffic and reduction in highway safety, and whether the proposals provide adequate access to local services and public transport.**

9.143 The transportation and highway implications of the development have been considered through a Transport Assessment that has been prepared by the applicant. The County Council as Highway Authority has now agreed with the conclusions of the developer's Transport Assessment.

*Southern Access*

9.144 One of the main issues for resolution during the course of determining this application has been the location and design of the junction for the Southern Access Route. The relevant policy in the adopted Havant Local Plan (MDA 3) requires the 'provision of a southern access to the MDA, from, or in the close vicinity of the Ladybridge Road roundabout'. While the relevant policy in the adopted Winchester Local Plan (NC2), requires a southern access 'in the vicinity of the Ladybridge roundabout'.

9.145 At the West of Waterlooville Forum on 20<sup>th</sup> July 2006, shortly before the current application was submitted, members reiterated their strong preference that the road should be accessed at the Ladybridge roundabout.

9.146 Although Grainger Trust Plc owns all the land within the boundary of the MDA, and some of the adjoining land, it did not own the land immediately adjoining the Ladybridge roundabout, which was originally in the ownership of the Diocese of Portsmouth. At the time of the original submission of the Grainger application no agreement had been reached between the developers and the Diocese to acquire the land. Therefore, to avoid lengthy delays in determining the application and to assuage against the event that an agreement could not be reached, the application as submitted showed a proposed access to the south of the Ladybridge roundabout at a point south of Purbrook Heath Road, on land formerly used as a depot during the London Road bus priority improvements.

9.147 While there were a number of positive aspects to the more southerly route, it also raised a number of issues regarding the impact on a SINC and the established allotments adjoining the London Road. These concerns were also raised by a significant number of the respondents to the consultation exercise.

9.148 Consequent to the developers having reached an agreement with the Diocese to acquire the necessary piece of land immediately adjoining the roundabout, a revision to the application, showing a revised access off of the existing roundabout was submitted to the respective Councils on 1<sup>st</sup> May 2007. The revised alignment of the Southern Access Road, removed the section of the Southern Access Road, south of Purbrook Heath Road, thus



overcoming the previous concerns regarding the impact on the SINC and allotments.

#### *Access*

- 9.149 The application site shall be accessed from two points, with the main access road being from an enlarged Maurepas Way / B2150 roundabout junction, with the second access road (referred to as the southern access road) being taken from an enlarged A3 London Road / Ladybridge Road roundabout junction.
- 9.150 The main vehicular access (which shall be constructed as a 70 metre Inscribed Central Diameter roundabout junction) will require major improvement works to be carried out to all approaches. Improvement schemes proposed to the junction include the incorporation of a staggered central pedestrian crossing on the site access arm, to ensure safe pedestrian/cycle movement. A new 4 metre shared pedestrian and cycle route will also be provided on both sides of the access road. The southern access route which runs approximately 90 metres south along Maurepas Way and connects the site to the existing signalised crossing at Forest End, will provide a link to Waterlooville Town Centre, while the northern route will join the B2150 Hambledon Road and create a new 130 metre long route to the existing bus stop close to the B2150 Retail Park.
- 9.151 The second point of access (known as the Southern Access Road) into the application site will be from an enlarged roundabout at the junction of the A3 London Road / Ladybridge Road roundabout. The improved roundabout will take the form of a 40 metre Inscribed Central Diameter (ICD), with a conventional 4 arm roundabout junction. The existing Marrelswood Gardens arm will be removed from the junction and diverted to join the new site access arm at a new junction with Purbrook Heath Road some 70 metres to the west.
- 9.152 The A3 London Road northbound entry to the enlarged Ladybridge Road roundabout will be widened and a left filter lane will be provided to accommodate the heavy volume of traffic expected to be turning left into the site.
- 9.153 The southern access road would also incorporate a 3 metre pedestrian and cycle route which will link to a new TOUCAN (pedestrian and cycle) crossing approximately 50 metres south of the site access road. It is considered that this would provide a safe pedestrian and cycle crossing of the A3 London Road.

*Pedestrian crossing of Maurepas Way*

- 9.154 Whilst the Main Access will incorporate a 4 metre pedestrian and cycle route to the Town Centre (via Forest End), it is also proposed to provide a new staggered TOUCAN crossing on Maurepas Way some 10 metres north of the vehicular access to ASDA.

*Internal spine road*

- 9.155 For this element of the development Hampshire County Council state that it will be necessary for the Section 106 Agreement to secure the provision of the site's spine road from the northern boundary of the site to the enlarged roundabout at the junction of the A3 London Road / Ladybridge Road. This is to ensure the future continuation of the spine road through the northern part of the MDA site and to enable a future completion of the spine road from Hambledon Road in the north to London Road in the south.

*Passenger transport services and infrastructure*

- 9.156 Grainger Trust Plc in conjunction with George Wimpey have offered to provide a comprehensive package of passenger transport services and infrastructure improvements. The developers of the overall MDA will together provide a financial contribution in excess of £1,000,000 towards bus service improvements in the vicinity of the site.
- 9.157 The applicant has also agreed to provide high quality bus infrastructure within the site. The County Council has produced a passenger transport infrastructure brief that sets out the amount and specification of bus infrastructure (number and type of stops, real time information etc) that is expected within the site.

*Safe routes to school*

- 9.158 The application site includes land for the provision of a new primary school. However as the new primary school is unlikely to be developed when the first houses are ready for occupation (and in light of the fact the site will not establish a secondary school), it will be essential that the application site is safely and adequately linked to the existing Crookhorn School and South Downs College to the southeast. Grainger Trust Plc have therefore prepared a series of highway improvements (which shall be implemented at no cost to the Local Authorities) between the application site and Crookhorn School. These measures have been agreed in principal by Hampshire County Council. The improved route will accommodate pedestrians and cyclists and will involve an improved crossing of the A3 London Road and Stakes Hill Road. Between these two crossings the route will utilise lightly trafficked residential roads through Purbrook (principally Shaftesbury Avenue).

9.159 The route to South Downs College will be an extension to this route and will involve a new 3 metre off road cycleway along Stakes Hill Road, Purbrook Way and part of College Road. The route will also include new signalised crossings of Purbrook Way and College Road.

9.160 George Wimpey will provide improved routes to Cowplain Community Schools.

*Off site highway / junction improvements and financial contributions to transport measures*

9.161 The agreed Transport Assessment identifies which junctions require improvement in order to accommodate the additional development traffic. The access junctions (refer to paragraphs 3.147 – 9.151) will be provided by the developer at no cost to the Local Authorities

9.162 The following off site junctions have been identified as requiring improvement to accommodate the additional traffic predicted to be generated by the total MDA and the improvements would be implemented by the developers:

- Stakes Road/Stakes Hill Road/Purbrook Way/Crookhorn Lane roundabout
- College Road/Purbrook Way
- Hulbert Road/Frendstaple Road/Tempest Avenue roundabout
- A3(M) Junction 3 Hulbert Road Interchange

9.163 In addition to above-mentioned works, it has been agreed that Grainger Trust Plc and George Wimpey will make financial contributions to the value of the full cost of improving of the following junctions:

- London Road / Hulbert Road roundabout
- Hulbert Road / Purbrook Way / ASDA Hypermarket access roundabout

9.164 George Wimpey and Grainger Trust Plc have further agreed to make a financial contribution of £1,665,000 towards the provision of any other transport improvements that might be required as a result of the development. This additional funding could provide any other highway or transport improvement in the vicinity of the site. This would include traffic management measures on local roads in order to reduce the likelihood of rat running where the network is not suitable to accommodate significant additional traffic. Furthermore Portsmouth City Council is satisfied that this contribution should also adequately mitigate any impacts on the junctions within the City.

*Link to Brambles Business Park*

- 9.165 A pedestrian and cycle link from the application site into Brambles Business Park has been identified (see paragraph 9.31).

*Green Travel Plan*

- 9.166 Grainger Trust Plc and George Wimpey have prepared draft Travel Plans for the site. The draft plans contains a package of sustainable transport initiatives including free buses, discounted cycle purchase vouchers and funds to enable the setting up of a car club within the site.

*Parking*

- 9.167 The amount and type of cycle and car parking on the site will depend on the exact mix of dwelling sizes and employment uses that are actually built. As the current application is for outline permission, this level of detail is not known at this stage. Therefore it will be necessary for a planning condition to be imposed which requires both cycle and car parking to be provided in line with relevant standards.

*Construction traffic management plan*

- 9.168 A construction traffic management plan identifying those roads appropriate for carrying construction vehicles will be included within the Section 106 Agreement. The Highway Authority in consultation with the Local Planning Authority will agree identification of these routes. It is, however, considered likely that all traffic will be routed to and from the A3(M) via the Hulbert Road corridor.
- 9.169 As part of the construction traffic management plan it is envisaged that the junction of Milk Lane and the A3 London Road will be improved and utilised as an access point for initial groundworks. Grainger Trust Plc have however agreed to complete the main access junction (off Maurepass Way) in the early phases of development and utilise this point of access for construction purposes. The above works shall be secured through a Section 106 Agreement.

- (e) *Whether the proposed development would provide a satisfactory level of physical, social, and transport infrastructure to meet local needs and to ensure that it is fully integrated with the surrounding area.***

- 9.170 The provision of infrastructure including highways improvements, open space, sports and community infrastructure has been calculated for the MDA as a whole. This is necessary because two separate development interests

currently own the land covering the MDA, and even had it been possible to consider applications covering the whole of the MDA at the same time, the rate at which the two parts of the MDA will be developed are likely to be different. Furthermore in respect of the Grainger land it is probable that a number of other development interests might be responsible for developing different phases of the scheme.

- 9.171 Therefore, it was essential that the total social and physical infrastructure requirements were identified for the whole of the MDA and effective mechanisms put in place to ensure that it is provided at the appropriate time regardless of who is actually developing the site, or the rate at which the different developers are building out their part of the MDA.
- 9.172 It has also been necessary to put in place a contingency to ensure that adequate infrastructure is provided to meet the needs of the proposed development, should there be a significant delay in bringing forward any part of the MDA
- 9.173 As a consequence of the approach of considering the needs of the MDA as a whole much of the infrastructure which would be required to serve the new community will be provided on the more centrally located Grainger land, with Wimpey making a financial contribution towards its provision which equates to 22.5% of the total costs. Grainger has agreed to this funding principle and will contribute the remaining 77.5% of the costs. The split of funding reflects the percentage of the total dwellings proposed on the Wimpey land and Grainger land.
- 9.174 Therefore, the bulk of the community facilities to serve the development including the primary school, health centre, and community centre will be provided as part of the Grainger development.
- 9.175 If for whatever reason the southern part of the MDA is seriously delayed the financial contributions being sought from Wimpey are considered sufficient to mitigate any adverse effects of their development and would ensure that there is no detriment to the local area. If, for example, the new primary school was not built due to delays in bringing forward the Grainger development, there would be adequate funding to provide alternative facilities elsewhere in the area.
- 9.176 The infrastructure contributions to be sought are set out in the recommendation of this report and summarised below: Negotiations on the S106 contributions are on-going and although the Heads of Terms have largely been agreed, the actual sums of money to be included in the agreement have still to be finalised. The infrastructure to be delivered through the Section 106 Agreement, should planning consent be granted, falls into the following categories.

## **A. Infrastructure for which a financial contribution is being sought**

### *Transport*

#### Off site junction improvements:

- 9.177 The developers' Transport Assessment submitted in support of the planning application identifies the existing traffic conditions on the adjoining local and strategic (A3 (M) and A27 (T)) highway networks. The likely traffic generated by the residential and employment uses within the overall MDA has then been added to the existing traffic on the adjoining highway networks using a SATURN traffic model. The impact of the predicted traffic flows on the various junctions on the adjoining networks has been modelled to identify which junctions require improvement and the type of improvement to accommodate the additional development traffic.
- 9.178 The junctions to the MDA which will be funded in their entirety and implemented by the developers involves:
- The main access at the Maurepas Way/Hambledon Road enlarged roundabout
  - Milk Lane construction traffic and bus access only
  - The Southern access junction with the A3 at Ladybridge Roundabout
  - Hambledon Road signalised junction north of Sunnymead Drive, and Hambledon Road priority junction south of Sunnymead Drive, to car parking only ( to be provided by Wimpey as part of the Old Park Farm development).
- 9.179 The following Highway Authority (HCC) junction has been identified as requiring improvement to accommodate the additional traffic predicted to be generated by the whole MDA and the improvements will be implemented by the developers:
- Stakes Road/Stakes Hill Road/Purbrook Way Extension/Crookhorn Lane roundabout
  - College Road/Purbrook Way Extension
  - Hulbert Road/Frendstaple Road/Tempest Avenue roundabout
- 9.180 The following Highways Agency junctions have been identified as requiring improvement to accommodate the additional traffic predicted to be generated by the MDA and the improvements will be implemented by the developers:
- A3(M) Junction 3 (Hulbert Road Interchange)
- 9.181 The following Highway Authority (HCC) junctions have been identified as requiring improvement to accommodate the additional traffic predicted to be

generated by the MDA and the Highway Authority will be taking a contribution equivalent to the cost of the improvements:

- London Road/Hulbert Road roundabout
- Hulbert Road/Purbrook Way/ASDA Hypermarket access roundabout

9.182 The Highway Authority will spend the contribution either on improving safety, pedestrian, and cycle or bus infrastructure at or in the vicinity of the junction or minor capacity improvements or a combination of these measures.

*Other of site highways works*

9.183 In addition to the junction improvements outlined above further off site works will be required to mitigate potential impacts. These include,

- Off site mitigation works/traffic calming; this is to fund any works which are required to the road network which have not been predicted by the SATURN model, and could include local junction improvements or traffic calming, which might become necessary if undue rat-running occurs in rural areas, and potentially to help mitigate the impact of any MDA traffic on junctions in the Portsmouth area.
- Four new pedestrian cycle crossings, are proposed to help integrate the development with the surrounding area and to assist the local community to gain access to a range of services and facilities on and off site. These include crossing on the Hambledon Road at the Hambledon Parade; across Maurepas Way, and along the London Road
- Safe routes to Crookhorn School, South Downs College and Cowplain School are proposed for both pedestrians and cyclists.
- A northern pedestrian and cycle link to Brambles Park is proposed across the Wimpey land, this will allow access to both the employment area, and the Waterlooville leisure centre.
- A southern pedestrian and cycle link to the Brambles Park is proposed across land in the ownership of the Grainger Trust.

*Sustainable Transport Package which includes*

- Bus subsidies (8years)
- Green Travel plans; including travel folders; discounted travel on local buses; cycle vouchers; community web-site
- Travel Plan for businesses
- School travel plan
- Car club

- 9.184 The aim is to achieve up to a 20% modal split and encourage motorists to use more sustainable modes of transport. The travel plans will be regularly monitored to ensure that the package of measures is being effectively delivered.

*Open space*

- 9.185 Across the MDA there will be a network of open space to encourage formal and informal recreation activities of both the new and existing community. This is in addition to open space which will be managed for nature conservation and SUDs. It will include;-

*Sports Provision*

- Cricket pitch
- Football provision through enhancing existing facilities locally
- Changing facilities
- Informal sports/ recreation
- Multi-use sports facility
- Maintenance of sports facilities

*Children's play provision*

- Locally Equipped Areas of Play (LEAP)
- Local open spaces for play (LAP)

*Allotments*

- New allotments will be laid out and adequate drainage provided.

*Youth provision*

- 9.186 To meet the need of young people a series of facilities is planned. It is intended that how the facilities are provided will largely be determined through the participation of the local community. Facilities will include.

- Multi use games area
- Youth shelter
- BMX/skateboard facilities

*Access to the countryside*

- This includes the provision of a new bridleway and the improvements and maintenance of existing rights of way in the countryside. The developers will be constructing the links which will be managed by Hampshire County Council through a commuted sum.



### *Cemetery*

- A new cemetery will be provided as part of the MDA. It will include the provision of free serviced land; including disabled parking and drainage.

### *Education*

- A contribution will be made towards constructing a new primary school and the improvements to secondary school provision. Nursery provision will be secured through the S106 agreement but is expected to be provided by the private sector

### *Community Facilities*

9.187 To ensure that the new community is cohesive and properly integrated with the adjoining communities a number of community facilities are proposed. These include

- Community centre, with a minimum floorspace of 720 sq m
- Community development officer, with funding for the first ten years

### *Health facilities*

- A new health centre of 2,000 sq m will be provided in the mixed use area, this will include a surgery for up to 15 GPs to meet the needs of the existing and new community, together with a range of complimentary health facilities which have still to be determined. The health facility will adjoin the proposed nursery facilities and share parking provision. The likelihood is that the facility will be procured and managed by the Forest End surgery. The facility will be larger than strictly necessary to serve the MDA and existing patients. This is to ensure adequate capacity should the 1,000 reserve come forward at some time in the future.

### *Hambledon Road improvements*

- Contribution have been agreed towards implementing environmental improvements to Hambledon Parade

### *Extension to the Waterlooville Leisure Centre*

- Improvements to existing facilities or, if it does not prove possible to secure additional facilities at the Leisure Centre, then as a contingency the money would be spent elsewhere to provide indoor facilities to serve residents of the MDA.

*Percent for art*

- A contribution has been agreed to provide and integrate artwork into the development. It is expected that an artist will be employed to work with the local community to help identify and integrate appropriate works of art into the layout and design of the development.

*Employment/skills development*

- This is currently the subject of on going discussion with the developers and a contribution has been agreed towards implementing a training scheme to be enabled through the local authorities. Alternatively a similar scheme which would be run by the developers and approved by the local authorities

*Household Waste Recycling centre*

- This is to be provided on land within the George Wimpey development, and would involve, free serviced land, and financial contribution towards construction costs.

**B. Other items covered in the S106 Agreement**

*Mitigation scheme:* Including measures to protect and enhance biodiversity.

*Transport*

- Main accesses to the site
- Construction traffic
- Routing to HWRC at Old Park Farm
- Completion of the link road

*Open space*

- Management and adoption of open space
- Design and specification of the SUDs system including future management

*Public access across site*

- To ensure that public rights of way are secured, and access gained within the site which links up with the surrounding countryside.

*Provision of Health centre, and preschool facilities*

- The location and floor space requirement of the proposed health and nursery facilities, and the timing of when they will be provided.

### *Affordable housing*

9.188 This will include:

- Agreement to the provision of 40% affordable housing;
- The split between 1,2 and 3 + bedroom dwellings (given that 40% of the affordable housing will be 1-2 bedroom housing and the remaining 60% three bedroom and above).
- The mechanism for securing an equitable split between socially rented housing and intermediate affordable housing, including agreement to the types of intermediate dwellings
- Phasing and how the units will be dispersed throughout the development to avoid concentrations of a single tenure. The preference is for clusters of no more than 10-15 dwellings.
- Nomination arrangements
- Long term management arrangements
- Design standards
- The recycling of any capital receipt accruing to the developer

### *Phasing of the development*

- Including the triggers for the provision of the infrastructure
- When the affordable housing will be provided in each phase of the development
- How a mix of dwelling sizes will be achieved in each phase of the development, to ensure a split of 40% 1-2 bedroom houses and 60% 3 and above.

### *Management of the site and facilities*

- Including the management of the open spaces, including the SUDs and areas for ecology.
- The management of the community infrastructure.

### *Survey and Mitigation Measure for Brent geese*

- Covering the requirement for surveys and mitigation measures.

### Contribution Arrangements

9.189 The planning obligations for both parts of the MDA will be delivered through separate Section 106 Agreements to be signed by each developer. There will have to be some flexibility over how the financial contributions are spent due to the uncertainty over the timing of when both parts of the MDA will come forward. All costs are to be subject to index-linking provisions to ensure that the County and District Councils are financially protected.

- 9.190 The two Section 106 Agreements will cover the whole MDA, and bind any future land-owners, including any subsequent developers who might acquire an interest in the land
- 9.191 The timing for the provision of this infrastructure will be set out in the S106 agreement. The phasing of all off site works and the triggers for their construction will also be set out in the Section 106 agreement.
- 9.192 The total value of the Section 106 package currently stands at approximately £30,000,000 (although this figure could change due to on-going discussions), of which the Grainger contribution is approximately £23,025,000, although it should be noted that the actual financial contribution will be significantly less as the developers will be expected to construct/provide much of the infrastructure themselves to a specification as agreed by the relevant councils.

## **10 CONCLUSIONS**

- 10.1 The principle of a Major Development Area to the West of Waterlooville has already been established through the allocation of the site in the Adopted Hampshire County Structure Plan Review and the adopted Local Plans. The remaining Development Plan policies have also been properly addressed, subject to compliance with the recommended planning conditions and the requirement for the completion of legal agreements based on the Heads of Terms in Appendix A to this report. It is considered that there are no material considerations to outweigh the policy framework. Consultees and the general public have had an opportunity to make representations on the application.
- 10.2 The level of detail submitted by the applicant is considered to be sufficient for Members to determine the application and provides sufficient detail to show that the development would provide a sustainable urban extension to Waterlooville. The submitted details and illustrative material and parameter plans show that a legible and accessible mixed-use urban extension can be achieved which contributes to the need for market and affordable housing in the Districts and provides sufficient infrastructure and safeguards the amenities of local residents. The development will provide jobs, shops, informal leisure opportunities and community facilities and a cemetery. It also includes a layout and starting point for design codes, detailed building and landscape design that will promote a sense of place and distinctive living environment for new and existing residents. The proposal would appear to be well integrated into the existing fabric of Waterlooville. It safeguards the viability and vitality of the town centre of Waterlooville and will not damage the commercial function of other shopping centres in the local area.

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

## 11 RECOMMENDATION

- 11.1 That (i) the Head of Development and Technical Services at Havant Borough Council be authorised to GRANT PERMISSION for application 06/40002/000 and (ii) the Head of Planning Control at Winchester City Council be authorised to GRANT PERMISSION for application 06/02538/OUT (W19499/01) subject to:-
- (a) The completion of legal agreements under Section 106 of the Town and Country Planning Act 1990 and other relevant legislation, incorporating the terms set out in Appendix A to this report (subject to such changes as the Head of Development and Technical Services (Havant Borough Council) and the Head of Planning Control (Winchester City Council) may determine), such agreements to be to the satisfaction of the Head of Legal Services (Winchester City Council) and the Solicitor to the Council (Havant Borough Council);
  - (b) Conditions as set out in Appendix B (subject to such changes as the Head of Development and Technical Services (Havant Borough Council) and Head of Planning Control (Winchester City Council) may determine.
- 11.2 THAT in respect of application 06/02538/OUT (W19499/01) (Winchester City Council) the Head of Planning Control be authorised to include any additional conditions which he considers appropriate in the light of the decision taken in respect of application 06/40002/000 (by Havant Borough Council) and to make any amendments to conditions subsequently so as to ensure that they have the purpose and effect intended.
- 11.3 That further to the resolution of Winchester City Council's Planning Development Control Committee of 30 November 2006 to grant permission in respect of application 05/00500/OUT(George Wimpey development - northern section of the West of Waterlooville Major Development Area), the Head of Planning Control be authorised to amend and add to the conditions and planning obligation requirements set out in the resolution so that they are consistent with the objectives of the conditions set out in Appendix B of this report and with the principles of current planning policy and guidance.
- 11.4 That the Head of Development and Technical Services (Havant Borough Council) and the Head of Planning Control (Winchester City Council) be authorised to make any consequential amendments to the detailed wording of any conditions agreed by the respective Committees at the meeting on 30/11/06 in relation to the George Wimpey application 05/40000/000(HBC) and 05/00500/OUT(WCC).

**APPENDICES**

Appendix A – Section 106 Agreement terms

Appendix B – Conditions

Appendix C – Site Area Plan

Appendix D – Illustrative Masterplan

Appendix E - Land Uses

Appendix F– Main junction Maurepas Way

Appendix G – Southern Access Road

## Appendix A: Heads of Terms

### HEADS OF TERMS

*The figures quoted below represent the current state of negotiations, and are liable to change. However they do give a reasonable picture of the level of developer contributions being sought for the MDA as a whole. It should be noted that in many cases there will be no actual financial contribution as the developers will be providing the relevant item of infrastructure themselves to a specification to be agreed by the local authorities. The developers have agreed to split the cost of providing the infrastructure for the financial contribution on a 22.5%: 77.5% basis, to reflect the number of units on each development site. Grainger with the largest part of the MDA are therefore expected to contribute 77.5% of the costs.*

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

### **Infrastructure for which a financial contribution is being sought**

#### **Transport**

Off site junction improvements;

- London Road/Hulbert Road roundabout
- Hulbert Road/Purbrook Way/ Asda hypermarket roundabout

Total costs; £1,287,000

Other off site mitigation works/traffic calming;  
(including potential junction improvements in Portsmouth  
providing a case is made demonstrating significant impacts on the  
junction by MDA generated traffic)

Total contribution; £1,665,000

Passenger transport services and infrastructure;

- Including improved services
- Improved shelter with real time information

Total contribution; £1,407,000

#### **Sports Provision**

- Enhanced football facilities
- Artificial Turf Pitch (off site)

Total contribution; £310,000

#### **Children's play provision**

- Locally Equipped Area of Play (LEAPS)
- Local play areas



Total contribution; £533,375

### **Youth provision**

- Multi use games area
- Youth shelter
- BMX/skateboard facilities

Total contribution; £219,625

### **Education**

- Financial contribution towards the provision of a new primary school and enhanced secondary provision

Total contribution; £7,068,000

### **Community development officer**

Total contribution; £350,000

### **Extension to the Waterlooville leisure centre**

Total contribution; £950,000

### **Percent for Art**

Total contribution; £400,000

### **Employment skills development**

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

Total contribution; £200,000

### **Access to the countryside**

Total contribution; £100,000

### **Household Waste Recycling Centre**

- Free serviced land, and financial contribution towards construction costs

Total contribution; £68,000

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

**Transport**

Off site junction improvements;

- Stakes Road/Stakes Hill Road/Purbrook Way/Crookhorn Lane roundabout
- College Road/Purbrook Way

4 new pedestrian crossings

Safe routes to Crookhorn School and South Downs College

New bridleway (plus possible commuted sum for maintenance)

Green Travel Plan (Including free bus passes and a Car club)

**Open Space**

- Cricket pitch
- Multi-use sports facility, (including tennis and 5 a side football)
- Changing and storage facilities

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

**Cemetery**

- Free serviced land
- Disabled parking
- Drainage scheme to the satisfaction of the EA
- Shared parking and storage facilities

**Free serviced land for three form entry primary school (3ha)**

**Community centre**

**Other items covered in the S106 Agreement**

**Affordable housing**

**Transport**

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

**Open space**

- Management of open space, with an appropriate commuted sum where it is offered for adoption
- Design and specification for the SUDs system; and future management arrangements
- Design and specification of the river restoration works

**Mitigation of environmental impacts; including measures to protect and enhance bio-diversity****Public access across the site****Provision of health centre and nursery facilities****Phasing of the development and the provision of infrastructure****Management of the site and facilities****Survey and Mitigation Measures – Brent geese**

**APPENDIX B:**

**CONDITIONS OF OUTLINE PLANNING PERMISSION FOR THE DEVELOPMENT OF LAND AT PLANT FARM IN RESPECT OF PLANNING APPLICATIONS 06/02538/OUT (WCC No. W19499/01) and HBC No. 06/40002/000.**

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## **A. Time and Reserved Matters**

### **Time limit – outline**

- 01 The first application for approval of reserved matters shall be made to the local planning authority before the expiration of three years from the date of this permission. All subsequent reserved matters applications shall be submitted no later than twelve years from the date of this permission.

**Reason:** To comply with the provision of Section 92(2) of the Town and Country Planning Act 1990.

- 02 The development hereby permitted shall be begun before the expiration of two years from that date of approval of the first of the reserved matters to be approved.

**Reason:** To comply with the provision of Section 51 of the Planning and Compulsory Purchase Act 2004.

- 03 No development shall take place until a programme of phasing for implementation of the whole development has been agreed in writing by the Local Planning Authority. Any amendment to the approved phasing programme must be first agreed in writing by the Local Planning Authority.

NB (1): The Local Planning Authority will require the provision of a substantial proportion of the business use floorspace prior to the completion of the residential development.

**Reason:** To ensure satisfactory comprehensive development and proper planning of the area.

## **B. Compliance with the Masterplan and Proposed Design Codes**

- 04 The submission of all reserved matters and the implementation of development shall be carried out in substantial accordance with the Design Statement (August 2006), the Design Addendum (January 2007), the Environmental Statement and supporting Appendices and Appendix (August 2006), and the Addendum to the Environmental Statement – Version 2 (February 2007), Consultation Response Version 2 (February 2007) Environmental Statement Addendum Version 3 (April

2007) Consultation Response Version 3 (April 2007), Proposed Southern Access – Drawing No: GTWVILLE/RD/2212 Rev – PR01, Site Plan, Drawing No: 1304/P/001 and Main access proposal, Drawing No: GTWVILLE/RD/2004 – Rev PR04.

**Reason:** To define the scope of this permission.

- 05 Unless otherwise agreed in writing the business element of this permission shall consist of 40% B1, 40% B2 and 20% B8 uses measured by gross floor space, and shall include provision for start up units and a mix of unit sizes.

**Reason:** To ensure satisfactory comprehensive development and proper planning of the area.

- 06 No development shall take place until a Design Code has been submitted to and approved in writing by the Local Planning Authority. The Design Code should be prepared in accordance with the principles set out in the Design Addendum (January 2007). Each subsequent reserved matter application for development should be accompanied by a statement which sets out how that phase has complied with the principles set out in the Design Code. Upon completion of every 500 units of the development the developer shall submit a review of the Design Code to take full account of changing circumstances and technologies; such review to be agreed in writing by the Local Planning Authority.

Matters for inclusion:

General – including climate change

- i. Principles of quality, colour and texture of external materials and facing finishes for roofing and walls of buildings and structures including opportunities for using locally sourced and recycled construction materials;
- ii. Accessibility to public spaces for the disabled and physically impaired;
- iii. Sustainable design and construction, in order to achieve a minimum Eco-homes standard of 'Very Good' (or other such sustainability standard as may be agreed in writing by the Local Planning Authority) and equivalent BREEAM rating for office and industrial, maximising passive solar gains, natural ventilation, water efficiency measures and the potential for home composting and food production.
- iv. Measures which show how energy efficiency is being addressed to reflect current practice in policy and climate change, and show the on-site measures to be taken to produce at least 10% (or whatever other figure is within current relevant guidance) of the total energy requirements of the new development by means of renewable energy sources.
- v. Built form strategies to include density and massing, street grain and permeability, street enclosure and active frontages, type and form of buildings including relationship to plot and landmarks and vistas.

#### Landscaping and Ecology:

- vi. Principles for hard and soft landscaping including the inclusion of important trees and hedgerows;
- vii. Structures (including street lighting, floodlighting and boundary treatments for commercial premises, street furniture and play equipment);
- viii. Design of the public realm, including layout and design of squares, areas of Public Open Space, areas for play, the allotments and cemetery;
- ix. Open space needs;
- x. Conservation of flora and fauna interests;
- xi. Provision to be made for art.

#### Highways and Transport:

- x. A strategy for a hierarchy of streets and spaces;
- xii. Alignment, width, and surface materials (quality, colour and texture) proposed for all footways, cycleways, bridleways, roads and vehicular accesses to and within the site (where relevant) and individual properties;
- xiii. On street and off-street residential and commercial vehicular parking and / or loading areas;
- xiv. Cycle parking and storage;
- xv. Means to ensure casual parking is discouraged and occurs in designated spaces.

#### Statutory Services

- xvi. Integration of strategic utility requirements, landscaping and highway design.

**Reason:** To ensure satisfactory comprehensive development and proper planning of the area.

#### **Composite details condition**

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

- (i) The reserved matters:
  - (a) The siting of all buildings and structures;

- (b) The design and external appearance of all buildings and structures (including details of the colour and texture of external materials to be used);
  - (c) Landscaping including a landscape design showing the planting proposed to be undertaken, the means of forming enclosures, the materials to be used for paved and hard surfaces, the design of street furniture and the finished levels in relation to existing levels;
- (ii) Other matters:
- (d) Use class specifications for internal and external floorspace areas relating to live work units;
  - (e) The layout of the development including the positions and widths of roads, cycleways, bridleways and footpaths and routes to countryside, including horizontal cross sections and longitudinal sections and details of any associated infrastructure;
  - (f) The finished levels (above ordnance datum) of both the ground floor of the proposed buildings(s) and the surrounding ground levels;
  - (g) Access facilities for the disabled;
  - (h) The measures to be taken to protect adjacent areas from excessive noise;
  - (i) The layout of foul sewers and surface drains and their means of disposal;
  - (j) The manner of treatment of existing water courses and ditches;
  - (k) Landscaping including an accurate plan showing the position, type and spread of all existing trees on the site and a schedule detailing the size and physical condition of each tree and, where appropriate, the steps to be taken to bring the tree(s) to be retained to a satisfactory condition; and also details of any proposals for the felling, lopping, topping or uprooting of any tree;
  - (l) Landscaping including the arrangements to be made for the future maintenance of landscaped and other open areas;
  - (m) The alignment, height and materials of all walls and fences and other means of enclosure including acoustic barriers;



- (n) Hard surfacing proposals including surfacing materials;
- (o) The provision to be made for the parking, turning, loading and unloading of vehicles;
- (p) The provision to be made for the storage and removal of refuse from the premises;
- (q) The provision to be made for street lighting;
- (r) The provision to be made for external lighting;
- (s) The location, height and appearance of any chimney(s), flues and vents.

**Reason:** To secure orderly development.

**Samples/details of materials**

- 08 Construction of the building(s) hereby permitted shall not commence until details (with samples where requested) of all external facing and roofing materials shall be submitted to and approved by the Local Planning Authority. Thereafter only such approved materials and finishes shall be used in carrying out the development.

**Reason:** To ensure the appearance of the development is satisfactory.

**C. Highways and Access**

Refer to Condition 06 for relevant Design Code requirements

- 09 No development hereby permitted shall commence in any phase until plans and particulars specifying the alignment, width, gradient and type of construction standard proposed for all footways, roads and individual accesses thereto (including all relevant horizontal cross and longitudinal sections) and the related provision to be made for street lighting and for surface water disposal and a programme for the implementation and making up of the same have been submitted to and approved in writing by the Local Planning Authority for that phase. The agreed details shall be fully implemented prior to the 1<sup>st</sup> occupation in each phase.

**Reason:** To ensure that they are constructed to satisfactory standard.

- 10 The layout of the site shall allow for the possible future extension of the spine road and other linkages into the reserve land to the west, as identified in the application papers, into the MDA land to the north and there shall be no barriers or other restrictions preventing access between the application site and this adjoining land to the north via the spine road unless otherwise agreed in writing by the local planning authority.

**Reason:** In order not to prejudice the future development of adjacent land.

#### **Diversion of a public right of way**

- 11 Where footpaths or public rights of way will be affected no works shall commence on the relevant phase of development until a phased programme for the closure and/or temporary diversion of footpaths or public rights of way have been submitted to and approved in writing by the Local Planning Authority. No change to this phased programme shall be permitted without the written consent of the Local Planning Authority.

**Reason:** To ensure an adequate network of Public Rights of Way.

#### **Parking**

- 12 Car and Cycle parking on the site must be provided prior to occupation of the dwellings in accordance with the Hampshire County Council Parking Standard and Strategy or as otherwise agreed in writing by the Local Planning Authority.

**Reason:** To ensure that appropriate levels of parking are provided on the site.

#### **Detail of means of access**

- 13 Details of means of access, including the layout, construction and sight lines for each phase shall be submitted to and approved by the Local Planning Authority before development commences in that phase. The agreed details shall be fully implemented before the 1<sup>st</sup> occupation in each phase.

**Reason:** To ensure satisfactory access to the highway.

#### **Details of the provision of a temporary car park**

- 14 Details of the provision to be made for each phase for the parking and turning on site of operatives and construction vehicles during the contract period shall be submitted to and approved by the Local Planning Authority in writing and fully implemented before development commences in that phase. Such measures shall be retained for the duration of the construction period of that phase.

Reason: In the interest of highway safety.

### **Details to prevent mud being deposited on the highway during construction**

- 15 Details of measures for each phase to be taken to prevent mud from vehicles leaving the site during the construction works being deposited on the public highway shall be submitted to and approved by the Local Planning Authority in writing and fully implemented before the development commences in that phase. Such measures shall be retained for the duration of the construction period of that phase.

**Reason:** In the interests of highway safety.

## **D. Drainage and Flood Prevention**

### **Control of surface water**

- 16 No development shall begin until details which demonstrate the feasibility of a strategic surface water regulation system for the whole of the application site have been submitted to and approved in writing by the Local Planning Authority. Further to this approval, no development on individual plots/phases shall begin until the design of the surface water drainage system for that plot/ phase supported by detailed calculations and implementation program has been submitted and approved in writing by the Local Planning Authority. That plot/phase must not be built other than in accordance with the approved details and the strategic water regulation system must be implemented to a point where by that particular plot/phase can be serviced. The strategic surface water regulation system for the whole site must ensure that the runoff is controlled through the use of sustainable drainage systems and that for the range of annual flow rate probabilities, up to and including the 1% annual probability storm, the developed rate of runoff is no greater than the greenfield rate of runoff for the same event. The drainage arrangement should also be such that the volumes of surface water leaving the site are no greater than pre-development. The scheme shall include a maintenance program and establish future management responsibility for the system.

NB If a phased approach is adopted, the downstream system must be completed in order to minimise the risk of flooding. No plots/phases shall be allowed to discharge runoff un-attenuated and untreated into receiving water courses dependant on future phasing downstream.

**Reason:** In order to reduce the risk of flooding

- 17 No development, other than the provision of infrastructure for the major development area, excluding any main river crossings, shall be carried out within the zone hatched black on Plan No 1304/P/001/A before a scheme to restore the section of Wallington River from Brambles Business Park to Newland Bridge, including implementation provisions and timings of restoration works, details of a maintenance program and future management responsibilities, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include design calculations, long sections and cross sections of the main river to demonstrate that the works are viable. The development shall not be carried out other than in accordance with the approved details.

**Reason:** In order to reduce the risk of flooding

- 18 No development of any main river crossing along the section of Wallington River from Brambles Business Park to Newland Bridge, shall be carried out before a scheme detailing the crossings design and implementation is submitted to and agreed in writing by the LPA. The principles of the main river crossing scheme needs to be agreed by the LPA prior to development of any main river crossing and will need to incorporate clear spanning structures designed not to restrict the river restoration design and implementation. The development shall not be carried out other than in accordance with the approved details.

Reason: In order to reduce the risk of flooding

**Protection of aquifer and general water quality**

- 19 Prior to the commencement of development within any phase approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a scheme to deal with the risks associated with contamination of that phase the site shall be submitted to and approved by the Local Planning Authority. That scheme shall include all of the following elements unless specifically excluded, in writing, by the Local Planning Authority:

- i. A desk study identifying:
  - all previous uses;
  - potential contaminants associated with those uses;
  - a conceptual model of the site indicating sources, pathways and receptors; and
  - potentially unacceptable risks arising from contamination at the site.
- ii. A site investigation scheme, based on (i) to provide information for an assessment of the risk to all receptors that may be affected, including those off site.

- iii. The results of the site investigation and risk assessment as set out in (ii) and a method statement based on those results giving full details of the remediation measures required and how they are to be undertaken if required.
- iv. A verification report on completion of the works set out in (iii) confirming the remediation measures that have been undertaken in accordance with the method statement and setting out measures for maintenance, further monitoring and reporting if required.

Any changes to these agreed elements require the express consent of the Local Planning Authority.

**Reason:** To protect the minor aquifer beneath the site and the surface waters within the site.

- 20 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an addendum to the Method Statement. This addendum to the Method Statement must detail how this unsuspected contamination shall be dealt with.

**Reason:** To protect the minor aquifer beneath the site and the surface waters within the site.

- 21 Piling or any other foundation designs using penetrative methods will not be permitted other than with the express consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant risk to groundwater.

**Reason:** To protect the minor aquifer beneath the site and the surface waters within the site.

#### **Details of drainage design and construction**

- 22 No development hereby permitted shall commence in any phase until plans and particulars specifying the layout, depth and capacity of all foul and surface water drainage systems and sewers proposed to serve the same, and details of any other proposed ancillary drainage works/plant (e.g. pumping stations) have been submitted to and approved in writing by the Local Planning Authority. Unless agreed otherwise in writing by the Local Planning Authority, the development hereby permitted shall not be brought into use prior to the completion of all such drainage provision to serve the agreed phase of development in full accordance with such plans and particulars as are thus approved by the Local Planning

Authority.

**Reason:** To safeguard the amenities of the locality and ensure that all such drainage provision is constructed to an appropriate standard and quality.

## **E. Environmental Health**

Refer to Condition 06 for relevant Design Code requirements.

- 23 Development shall not commence in any phase until a scheme to mitigate the effect of any contamination of the site has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be based upon a detailed site investigation and assessment of the extent of any contamination present and shall specify the measures to be taken to avoid risks to the public, buildings and the environment when the site is developed. The site investigation report is to be included within the scheme details. Unless agreed otherwise in writing by the Local Planning Authority the approved scheme shall be completed prior to the occupation of the buildings for that phase.

**Reason:** In the interests of health and safety and safeguarding the amenities of the locality.

### **Details – Measures to control external noise**

- 24 Unless otherwise agreed in writing by the Local Planning Authority the Southern Access Road shall not be brought into use until a scheme for protecting the dwellings and gardens where required of The Gables, the Lodge at Woodside House and Marrelswood Gardens from noise from the Southern Access Road has been submitted to and approved in writing by the Local Planning Authority and subsequently completed in full accordance with all detailed components of such scheme.

**Reason:** To safeguard the amenities of occupiers.

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

**Reason:** To safeguard the amenities of occupiers.

## **F. Landscaping & Boundary Treatment**

Refer to Condition 06 for relevant Design Code requirements.

### **Details of soft landscaping**

- 26 No phase of development (nor any site clearance) hereby permitted shall be commenced until a detailed soft landscaping scheme for all open parts of that phase not proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall specify the proposed finished ground levels in relation to the existing levels, the distribution and species of ground cover to be planted, the positions, species and planting sizes of the trees and shrubs to be planted and timing provisions for completion of the implementation of all such landscaping works. The implementation of all such approved landscaping shall be completed in full accordance with the approved timing provisions. Any tree or shrub planted as part of the approved landscaping scheme which dies or is otherwise removed within 5 years of planting shall be replaced with another of the same species and size during the first available planting season.

**Reason:** To ensure the appearance of the development is satisfactory.

### **Details of hard landscaping**

- 27 No phase of development hereby permitted shall commence until a specification of the materials to be used for the surfacing of all open parts of that phase proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. Each development phase hereby permitted shall not be brought into use until the implementation of all such hardsurfacing has been completed in full accordance with that specification.

**Reason:** To ensure the appearance of the development is satisfactory.

### **Details of public open spaces**

- 28 No phase of development hereby permitted shall commence until detailed specifications are submitted to and approved in writing by the LPA of the design and detail of each of the related public open spaces, incorporating specifications for all play equipment, landscaping, street furniture and lighting. The design approach, role and function of each space shall be designed and implemented in accordance with the approved Design Code, as set out in Condition 06."

**Reason:** In the interests of health and safety of users of the site and the amenity of local residents.

### **Landscape maintenance**

- 29 Prior to occupation within a phase a schedule of landscape maintenance, for that phase, for a minimum period of five years has been submitted to and approved in writing by the Local Planning Authority and shall include details of the arrangements for its implementation.

**Reason:** To ensure the provision of amenity afforded by the proper maintenance of existing and/or new landscape features.

### **Retention of trees and 'Important' hedgerows**

- 30 The existing trees, categorised in line with BS: 5837:2005, as shown in the tree survey report submitted with the Consultation Response Version 2 and indicated for retention on the Tree Location and Quality Plan (Drawing No. 1333/T/01), and any other trees subject to Tree Preservation Orders and "Important" hedgerows (as defined in the Hedgerow Regulations 1999), including those trees planted as part of the A3 Bus Corridor Scheme along the west side of the A3 shall, unless otherwise agreed in writing by the Local Planning Authority, be retained to a standard consistent with good arboricultural practice. Any trees or sections of hedgerow which die during the construction or first five years following completion of each phase of development shall be replaced during the next planting season unless otherwise agreed in writing by the Local Planning Authority. Replacement trees shall be planted at such times and species as agreed with the Local Planning Authority.

**Reason:** To ensure the maintenance of natural habitats and to protect the appearance and character of the area.

- 31 Trees to be retained in each phase, in accordance with condition 30 above, shall be the subject of an arboricultural method statement, for each phase, which shall include details of root protection zones, construction exclusion, protection measures, arboricultural supervision and any pre development tree work. The arboricultural method statement shall be approved by the Local Planning Authority prior to commencement of any phase to which it relates. Such protection shall be erected prior to the commencement of each phase of development.

**Reason:** To ensure the maintenance of natural habitats and to protect the appearance and character of the area.

### **Details of boundary screening provided by new landscape buffer**



- 32 No phase of development hereby permitted including any site clearance shall commence until details of the landscape buffers proposed to be provided along the eastern boundary adjacent to London Road including the substantial retention of the existing trees on the highway margin of the application site, and between Marreslwood Gardens and the southern access road and a programme for their implementation, have been submitted to and approved in writing by the Local Planning Authority. Unless agreed otherwise in writing by the Authority, the development hereby permitted shall not progress other than in accordance with the agreed implementation programme. Thereafter, all such boundary treatment shall be retained in a wholly sound and effective condition for a period of 5 years.

**Reason:** To safeguard the amenities of the locality and occupiers of neighbouring properties.

### **Advance planting**

- 33 Prior to commencement unless otherwise agreed in writing by the Local Planning Authority no development (nor any related site clearance) shall commence on the site until details of advance planting has been submitted to and approved in writing by the Local Planning Authority. Such approved planting shall be completed in accordance with the implementation timetable agreed in writing by the Local Planning Authority. All such planting shall be maintained to encourage its establishment for a minimum of five years following contractual practical completion of the development. Any trees or significant areas of planting which are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective within this period shall be replaced before the end of the next planting season.

**Reason:** To ensure an appropriate standard of visual amenity in the local area.

## **G. Ecology**

- 34 Refer to Condition 06 for relevant Design Code requirements.

### **Ecological survey**

- 35 Unless otherwise agreed in writing by the Local Planning Authority, no phase of development (nor any related site clearance) shall commence on the site until an ecological survey of that phase, and any other land likely to be significantly effected by the proposed development, has been carried out and details including an assessment of the impact of the proposed development and any appropriate measures to mitigate this impact shall have been submitted to and approved in writing by the Local Planning Authority concurrently with the submission of site layout drawings.

**Reason:** To enable proper consideration of the impact of the development on the contribution of nature conservation interests to the amenity of the area.

### **Ecological mitigation**

- 36 Unless otherwise agreed in writing by the Local Planning Authority, no phase of development (nor any related site clearance) shall commence on the site until details of the provision of ecological mitigation measures for that phase and any other land likely to be effected by the proposed development, including the provision of the wetlands areas, have been submitted to and agreed in writing by the Local Planning Authority. The mitigation measures shall include a programme for their implementation specifying start and completion dates and the provision of a management regime for these areas thereafter. Unless otherwise approved in writing by the Local Planning Authority, the mitigation measures shall be implemented and maintained and managed in accordance with the approved programme.

**Reason:** To ensure the effects of the development upon the natural environmental are adequately mitigated.

## **H. Archaeology**

### **Details of provision for archaeology**

- 37 No development nor any site clearance shall take place in any phase until the implementation of a programme of archaeological works has been secured for that phase in accordance with the written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority in consultation with Hampshire County Council.

**Reason:** To safeguard the potential archaeological interest of the site.

- 38 No phase of development or site preparation shall take place prior to development which has any effect on disturbing or altering the level of composition of the land, shall take place within the site until a programme of archaeological work has been secured and implemented in accordance with a written scheme of investigation to be submitted by the applicant and approved in writing by the Local Planning Authority.

**Reason:** To safeguard the potential archaeological interest of the site.

- 39 No demolition or alteration to structures on the site shall take places until a programme of archaeological recording has been secured and implemented in

accordance with a written scheme of investigation to be submitted by the applicant and approved in writing by the Local Planning Authority.

**Reason:** To safeguard the potential archaeological interest of the site.

## **I. During Construction**

40 No development nor any related site clearance within a phase shall take place until a Method of Construction Statement has been submitted for that phase, and approved by the Local Planning Authority, to include details of:

- i. construction traffic routes in the local area
- ii. parking for vehicles of site personnel, operatives and visitors
- iii. loading and unloading of plant and materials
- iv. piling techniques
- v. storage of plant and materials
- vi. programme of works (including measures for traffic management and operating hours)
- vii. provision of boundary hoarding and lighting
- viii. protection of important trees, hedgerows and other natural features
- ix. details of proposed means of dust suppression and noise mitigation
- x. Measures to protect the listed building as necessary

Only the approved details shall be implemented during the construction period.

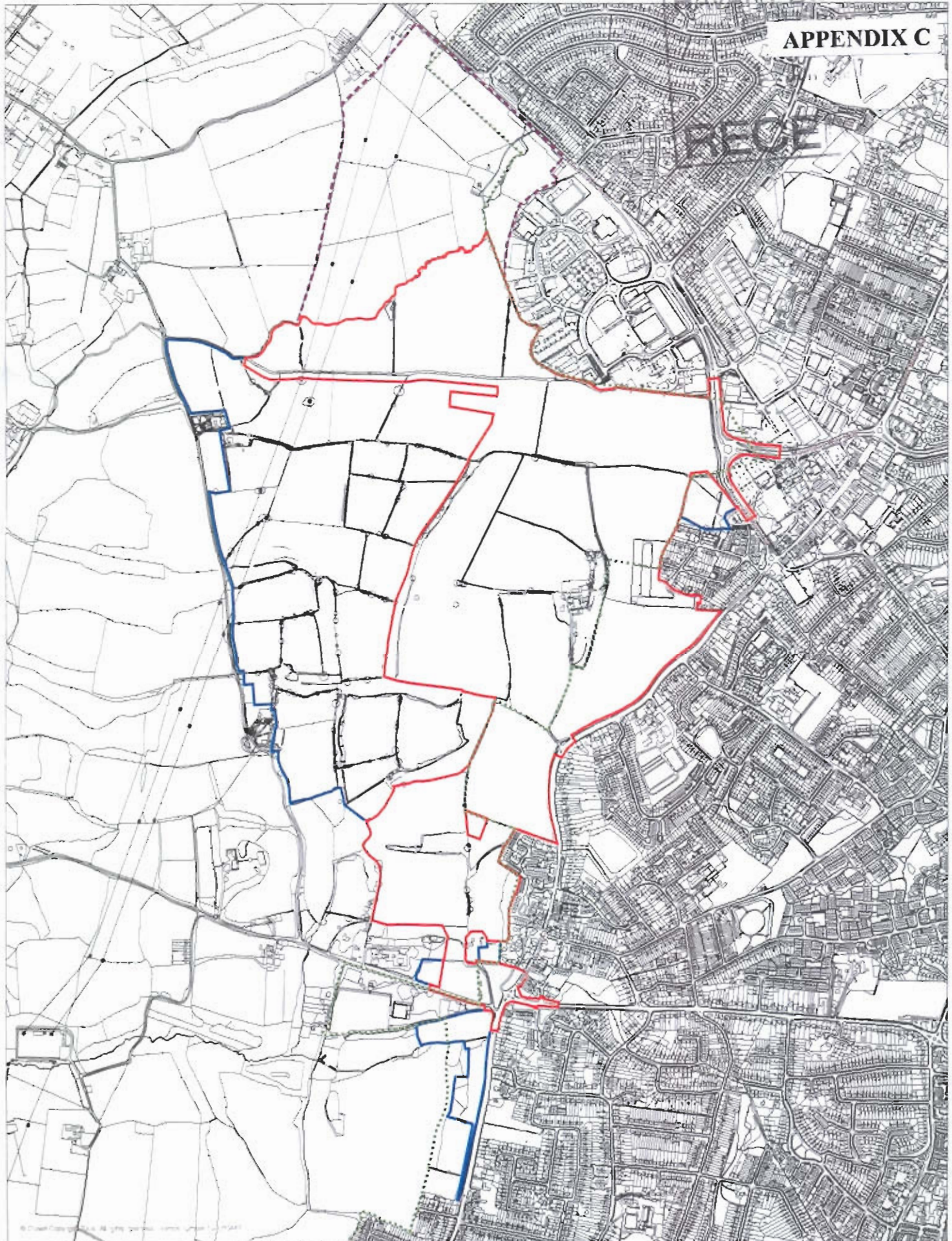
**Reason:** To ensure that development should not prejudice highway safety nor cause inconvenience to other highway users or result in any other significant harm to the amenity of local residents, or to existing natural features.

## **J General**

41 Unless otherwise agreed in writing by the Local Planning Authority the retail floor space provided for in the Local Centre shall not exceed a maximum of 400m.

**Reason:** To control the capacity of this use within the MDA so as to avoid a predominance of retail uses and to minimise any adverse impacts on existing retail uses in Waterlooville.





- Application Boundary
- Other Land with Consent of Applicant
- - - Old Park Farm (George Wimpey UK Ltd Application)
- - - - Borough Boundary

### LOCATION PLAN



**granger**  
 Planning & Design  
 21 Great Portland Street  
 London W1W 9BA  
 T 020 7322127  
 F 020 7322120  
 E [enquiries@granger.co.uk](mailto:enquiries@granger.co.uk)

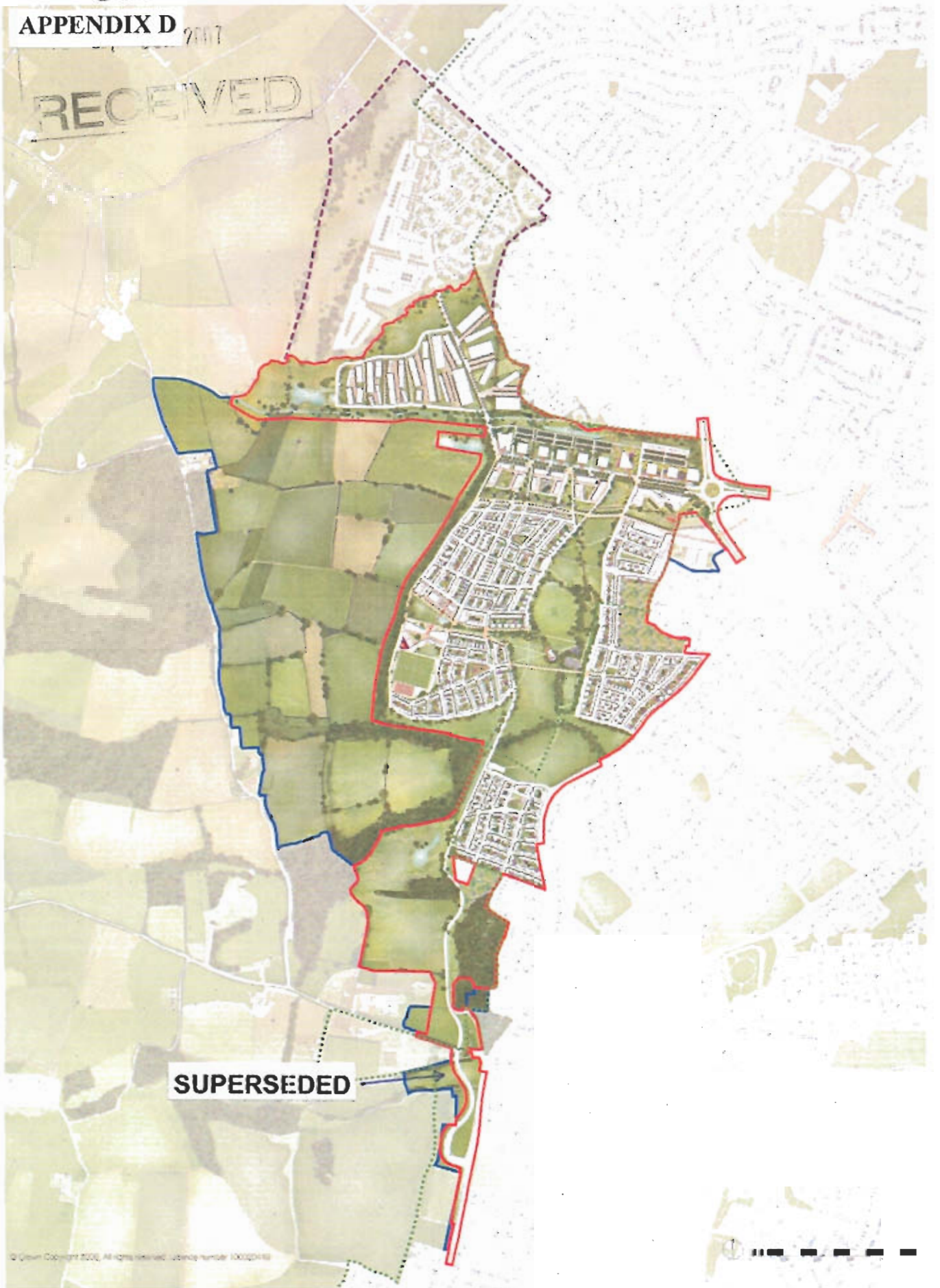
© Crown Copyright 2014. All rights reserved. Ordnance Survey Licence No. 100019241  
 1:10,000 aerial photograph and 1:50,000 scale map  
 2009 2017  
**granger** 21/01/2022  
 West of Waterlooville MDA 1304/P/001  
 Site Plan  
 Scale: 1:2000 (A10207644)  
 Date: 21/09/2024  
 Do not scale  
 All dimensions to be checked on site  
 © granger print ed 1/1





APPENDIX D 2017

RECEIVED

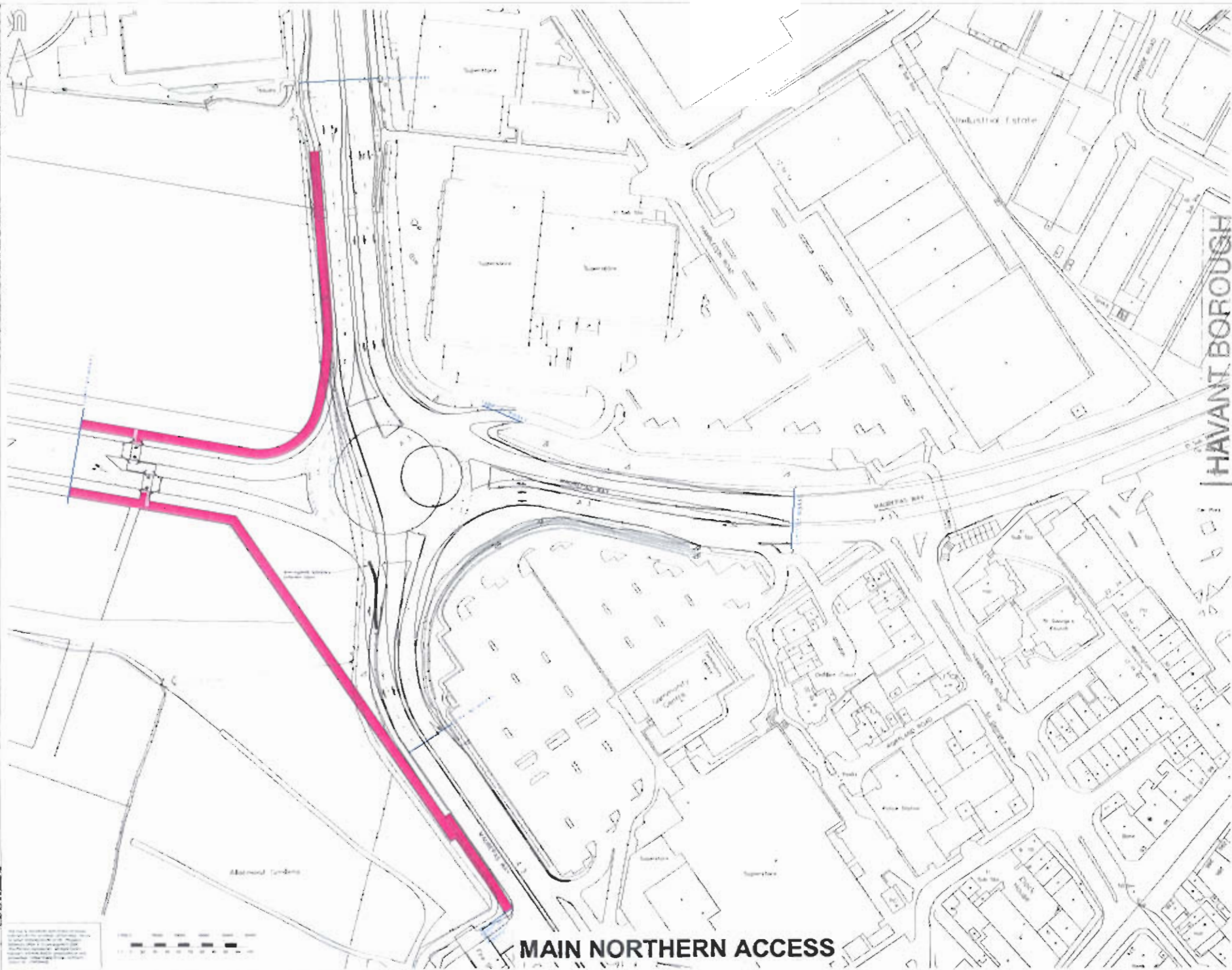


**SUPERSEDED**

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- 1 JUN 2007

HAVANT BOROUGH COUNCIL



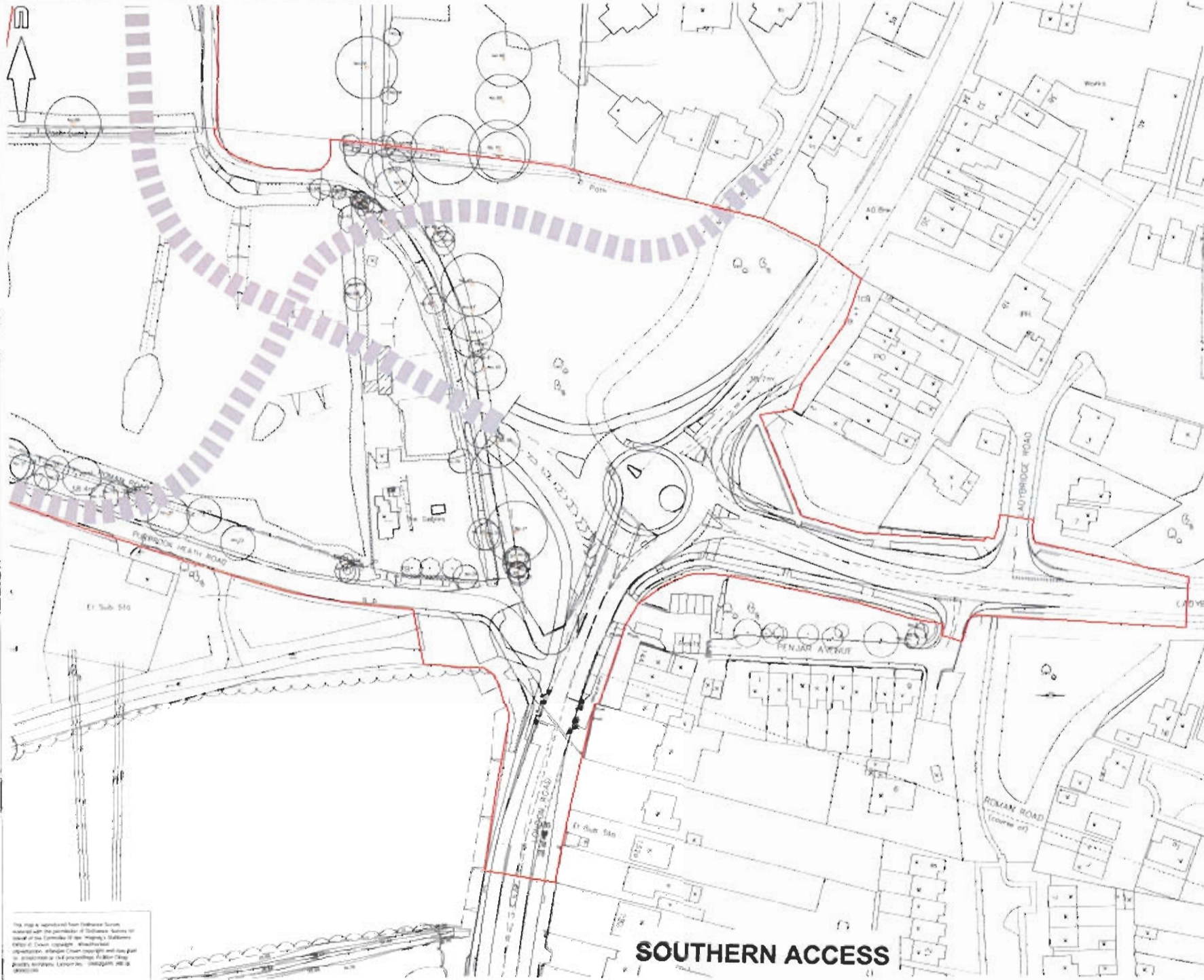
MAIN NORTHERN ACCESS

1	Proposed Access	1	Proposed Access
2	Proposed Access	2	Proposed Access
3	Proposed Access	3	Proposed Access
4	Proposed Access	4	Proposed Access
5	Proposed Access	5	Proposed Access



DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 DATE: [Date]  
 SCALE: [Scale]  
 PROJECT: [Project Name]





**SOUTHERN ACCESS**

Legend  
 Inductive Road Alignment  
 (to be approved under relevant  
 nature applications)

HAVAN  
 COUNTY  
 RECEIVED



Mayer Brown Limited  
 Corporate Trust, 1000 Spring Street, Suite 3000  
 Toronto, Ontario M5S 1A7, Canada  
 Tel: 416 593-9100 Fax: 416 593-9101  
 www.mayerbrown.com

Client: GRANGER PLC

Project: NEWLANDS WATERLOOVILLE

Site: L26B01  
 Date: APRIL 2007  
 Drawing: CIVIL

PROPOSED SOUTHERN ACCESS

Project Number: GTWVile/RD/2212

APPENDIX G  
 (PKU)

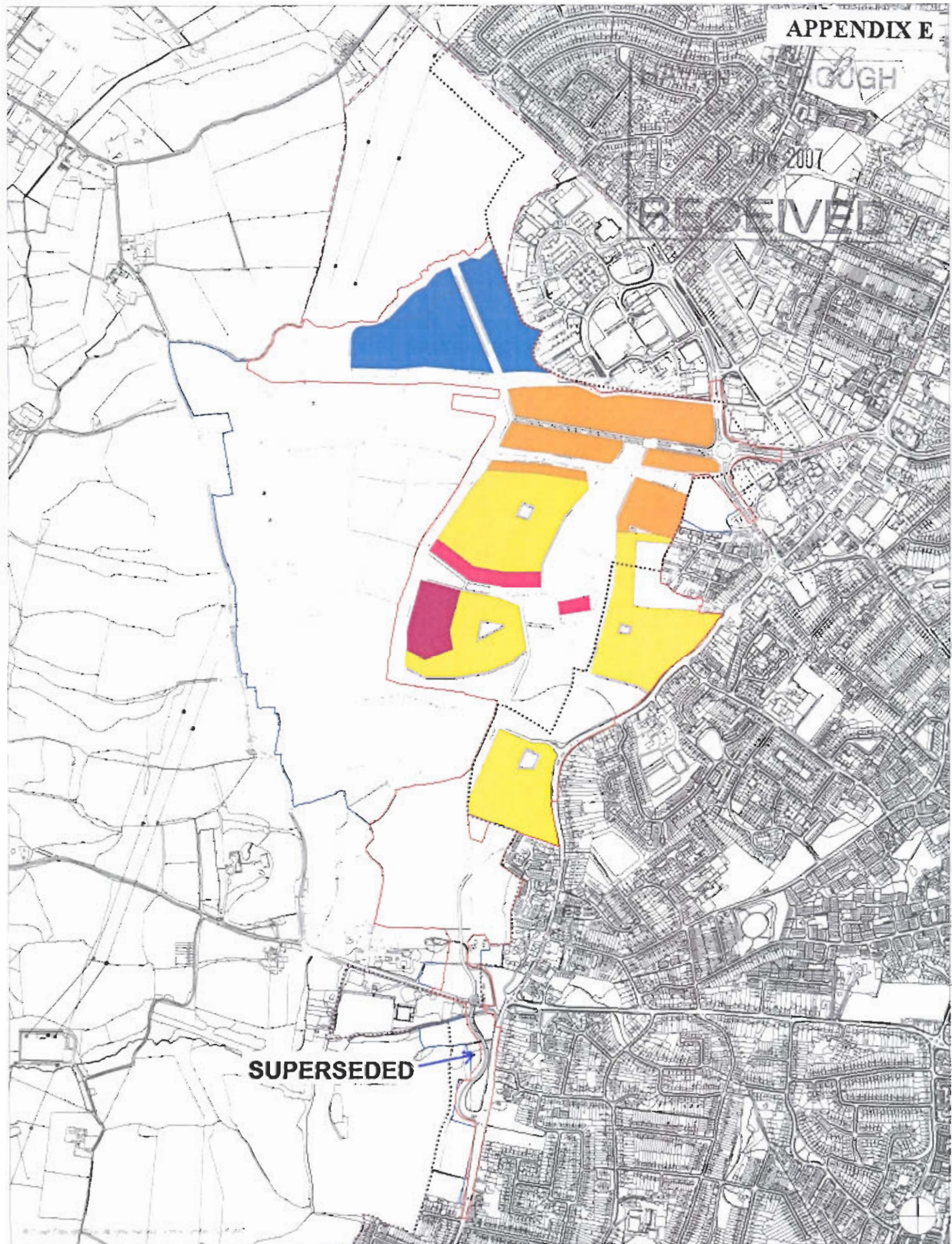
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July 2007

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**SUPERSEDED**

- Acquisition Boundary
  - Other land/water, Corridor of Access
  - - - Old Park Farm Garage
  - - - Winway & Co Applications
  - - - Through Boundary
  - Residential Approx 26.5 Ha
  - Treatment Approx 14.5 Ha
  - Market Use Approx 14.1 Ha
  - Education 7.8 Ha
  - High Density Approx 2.5 Ha
- The following impedances for suitable land uses have been assumed within the Market Use Area:
- Residential Uses 5.0 - 20%
  - Business Uses 8.0 - 30%
  - Industry 2.0 - 10%
  - Special Uses 8.0 - 10%
  - Community Uses 2.0 - 20%
  - Proposed Centre - 1000sqm to be reserved for the use of a 10

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 Land Uses  
 Date: 13/07/2007  
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