

Case No: 08/00350/REM (WCC No. W19499/06) and HBC No. 08/40000/003

Proposal Description: (AMENDED) Reserved Matter Application for first phase of residential development (110 dwellings, comprising 74 houses and 36 apartments) (outline planning condition 7 in part, with part clearance of conditions 8, 9, 20, 21, 22 & 33) in respect of Outline Permission 05/00500/OUT (Winchester) and 05/40000/000 (Havant)

Address: Land at Old Park Farm, Wimpey Site Part of West of Waterlooville MDA, Hambledon Road, Waterlooville.

Parish/Ward: Denmead

Applicants Name: Bryant Homes Southern Counties Ltd

Case Officer: Lorna Hutchings WCC Sally Smith HBC

Date Valid: 03 March 2008

Recommendation: Delegate Authority to Permit

General Comments

This report relates to the reserved matter application for the first phase of housing on part of the northern section of West of Waterlooville MDA. It deals with the current position and matters to be resolved. This will enable the Committees of Winchester City Council and Havant Borough Council, to primarily consider and resolve to approve the reserved matters and conditions applied for within the application, but also to grant officers delegated authority to resolve a few outstanding issues and any others which may arise from the Committees' consideration of the submissions.

The site subject to the application is the northern part of the West of Waterlooville Major Development Area on the site known as Old Park Farm (OPF), Waterlooville and lies mainly in Winchester City Council's area, but also 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 in 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 other part of the site which falls within Havant Borough).

The application is for the submission of reserved matters details, as required by condition 07 of the outline planning permission, in respect of what will be the first housing phase of development undertaken at the site after the implementation of the principal infrastructure and strategic landscaping. The application also requests the full and partial discharge of a number of pre commencement conditions attached to the outline planning consent, which relate to the first phase of housing. The report describes the details of the proposal, consultee responses and representations. The recommendation at the end of the report outlines the reserved matters recommended for approval and which items and conditions are still to be resolved with delegated authority requested.

In the June Special Joint Committee, the Design Code for Taylor Wimpey was approved subject to amendments with the approval of the final document being delegated to officers in liaison with the Chairman of Planning Development Control Committee for Winchester. This work is still ongoing however it is not anticipated that the approval notice will be issued prior to 20th November Committee. Therefore the recommendation reflects this asking for approval of the reserved matters (as specified above) subject first to the formal approval of the Design Code.

In addition, at the time of writing this report, a significant number of changes and points of clarification have been agreed with the applicant but the Councils are awaiting submission of amended plans and details prior to committee. The recommendation is written therefore assuming that all revisions will be submitted as agreed and are therefore acceptable. An update will be given at committee to advise further.

1. SITE DESCRIPTION

1.1 The site known as Old Park Farm (OPF) forms the northern part of the West of Waterlooville Major Development Area (MDA) as identified within the Hampshire Structure Plan 1996-2011, Winchester District Local Plan Review 2006 and Havant Borough Local Plan 2005. The red line application site is contained within the Old Park Farm site and includes a 2.84ha area to the northwestern side adjoining Hambledon Road. The housing area proposed is contained between the Main Street and Main Avenue included and agreed in the Infrastructure application. See Appendix A.1 for a location plan which also puts the phase into context with the other land uses and residential blocks.

2. HISTORY AND POLICIES

2.1 Members are referred to appendix B.1 for summaries of the relevant site history and B.2 for relevant policies.

- 2.2 The conditions of the outline planning permissions references 05/00500/OUT WCC and 05/40000/000 HBC appropriate for both WCC and HBC are appended to this report as Appendix B.3. A summary of the planning applications still pending are listed in appendix B.4. Importantly the Design Code needs to be finally approved prior to the issuing of the approval notice in relation to this application for reserved matters, as noted above.

3 PROPOSAL

- 3.1 The proposal is for 110 dwelling units, comprising 74 houses and 36 apartments. It was submitted in February 2008, as a reserved matter application, requesting the consideration of siting, design, external appearance and landscaping (for relevant matters within the application site, edged red) under the provisions of outline permissions 05/00500/OUT, granted by Winchester City Council and 05/40000/000, granted by Havant Borough Council on 4th January 2008.
- 3.2 The application site has a frontage of approximately 52m to Hambledon Road, opposite 150 to 164 Hambledon Road, which are east of Hambledon Parade. The application site broadens as it extends west into the MDA. That part of the site which fronts Hambledon Road and which extends for approximately 75m into the site, is within Havant Borough; the remainder and majority of the site is within Winchester District. The divide is shown on the proposal layout plan in Appendix A.2.

The application seeks to meet the requirements of the following conditions which are set out in full in Appendix B.3.

7. (part) The reserved and other matters including:

(i) – the reserved matters

- (a) siting
- (b) design and external appearance
- (c) landscaping (subject to receipt of detailed planting plans)

(ii) – other matters

- (d) road and footpath layout
- (e) finished levels
- (f) access for disabled
- (g) noise mitigation
- (h) layout of sewers and drains

- (j) works to trees
- (l) means of enclosure
- (m) hard surfacing
- (n) parking of vehicles
- (o) provision for refuse
- (p) provision for street lighting
- (r) chimneys and flues

8 Materials

9 Road details

20 Noise Mitigation

21 Soft landscaping (subject to receipt of detailed planting plans)

22 Hard surfacing

33 (i) Construction traffic routes in the local area

(iv) Piling techniques (no piling proposed)

3.3 The application was first submitted in February 2008. It was amended in September 2008 to accord with the revised Design Code and concerns raised by officers. In particular the redesign of the main residential block type (block type one) to improve the landscaping of the central parking court areas behind the housing, and to provide an appropriate landmark building on the Hambledon Road frontage, and higher density designed frontages to both the Main Avenue and Main Street. The submission comprises detailed plans together with a number of documents:

- Statement of Conformity, Sept 2008
- Noise Report, Feb 2008
- Pre Commencement Method Statement, Feb 2008
- Sustainability Overview & Predictive Code for Sustainable Homes Assessment, Feb 2008
- Energy Feasibility Study, Feb 2008
- Dwelling Design Pack , Rev B, Sept 2008
- Affordable Housing Masterplan Strategy Sept 2008
- Affordable Housing Phase 1 Strategy Sept 2008

3.4 Further detailed amendments with respect to materials and small improvements to the layout, design and external works have also been subsequently agreed and plans are in the course of revision at the time of writing the report.

3.5 The key details of the proposal are illustrated through the plans in Appendix A and may be summarised as follows:

3.6 Key features

- Vehicular access is taken in the first instance, from the secondary access, the Main Street, from Hambledon Road. This access will provide for the first 100 dwellings, before the construction of the principal site access to the Main Avenue, after which time the secondary access will be closed to through traffic.
- 40% of all dwellings will be affordable housing.
- An area of public open space is provided at the centre of the phase. It is provided as an informal square which connects to both the western open space and open space to the south east. (The LEAP, adjacent to Hambledon Road, is not within this reserved matters area).
- The phase includes the construction of the Main Street which is designed to facilitate safe and convenient pedestrian movement in a northerly direction from the employment area (which includes the Household Waste Recycling Centre (HWRC) and the Main Avenue towards the existing facilities at Hambledon Parade.
- Inclusion of the car park adjacent to Hambledon Road for 23 spaces to serve the mixed use area in a later Phase of the development and the existing shops in Hambledon Parade.

3.7 Land Use and Density

- 110 dwellings within four urban blocks with development amassed along street frontages and around mews courts.
- 39 dwellings per hectare which rises to 44 dwellings per hectare net of the area of the public open space (Local Square) and the carpark alongside Hambledon Road.

- The Main Avenue and Main Street have high density edges of up to 50 dwellings per hectare.
- The neighbourhood core areas have a density up to 45 dwellings per hectare.

3.8 Building Heights

- Taller buildings are planned along the Main Avenue and Main Street with dwellings between 2 and 3 storeys in height with four storey apartment blocks on two key corners – the frontage to Hambledon Road car park and the south west corner of the Main Avenue (see Appendix A.5.3).
- Mainly 2 storey buildings are proposed along the secondary routes and squares within the neighbourhood core.
- 2 storey dwellings are proposed within the mews courts.

3.9 Legibility

- Main Avenue and Main Street provide strong edges to this phase and provide the main routes.
- The local square provides a focal space.
- Secondary landmarks provided by architectural and/or material detailing which define street corners and help wayfinding.
- Taller apartment blocks provide primary landmarks.
- The use of materials, for buildings and surfaces combined with the built form, reinforce the type and hierarchy of streets, squares and mews.

3.10 Private and Public Space

- Public space – Areas are to be adopted by the Local Authorities as highway or amenity space designed to provide a linked network for vehicles and pedestrians across the site.
- Semi public space – Mews courts will provide pedestrian connections through the development and are designed to be overlooked, domestic scale spaces with mews style dwellings over garaging and with parking provided among trees and landscaped margins. Ownership to be divided between those using it for access/parking and then managed by

a management company to be put in place by Taylor Wimpey. Householders will contribute to costs. There are 2 mews courts within this phase; the surfacing material will differ from adopted roads or the courtyards.

- Private space – These areas will include courtyard parking which will not provide through routes. They will be owned and managed as per the mews courts. There are 7 such courtyards within this phase.

3.11 Built Form

- High density edges provided along the Main Avenue and Main Street formed by a continuous frontage of two and a half and three storey townhouses linked by two storey wide-fronted houses. Apartment blocks rising to 4 storeys at 2 key points.
- Elsewhere medium density edges are provided for the internal blocks utilising two storey terraces and linked detached dwellings with some on plot parking.
- Mews courts and courtyards used for parking and garaging with single aspect dwellings provided within the mews courts to provide overlooking of the courts but not adjacent private spaces.
- Buildings provided with limited front garden areas to provide the sense of enclosure to the streets.
- Houses are provided with traditional pitched roofs; the majority with side gables; the apartments are more contemporary with monopitched roofs.
- There is a high proportion of repetition with symmetrical composition and variation introduced on corner buildings and through the landmark flats.
- A consistent limited palette of materials is proposed using local red hues and some use of render and timber (see Appendix A.5.4 for an example of this):
 - Main Avenue and Main Street to be primarily a Winchester multi stock facing bricks, with a reconstituted slate for the roofs together with limited use of render on key buildings

- Neighbourhood core dwellings to be a Maplehurst Light Multi stock brick or rendered with a plain clay tiled roof.
- Mews court apartments to be Maplehurst Light Multi stock bricks with timber above and a reconstituted slate roof.
- A consistent fenestration detail in grey UPVC
- A consistent boundary treatment with brick piers and railings is proposed with planting behind.

3.12 Development Mix

- 12 private flats (1 bed); 24 affordable (1 and 2 bed).
- 54 private houses (2, 3 & 4 bed); 20 affordable (3 & 4 bed)
- 40% of total dwellings 1 and 2 bed properties.
- 40% of total dwellings affordable
 - 32 Social Rented Units; 2 of which will be to wheelchair standard.
 - 12 Intermediate housing (the apartment block fronting Hambledon Road car park)
 - The houses are clustered in groups of no more than 9 Units; the flats do not exceed 12 units in one block.
- Affordable housing distributed across the site; the larger apartment blocks are affordable.

3.13 Car Parking and Movement

- 184 residential spaces, the majority in mews and courtyards, with
 - 107 private parking spaces
 - 52 garages
 - 25 carports
 - 11 casual spaces on street
- 25 visitor parking spaces
- 23 shopper spaces within car park fronting Hambledon Road.
- Long term cycle parking to be provided within garages, sheds or in an internal store within the apartment blocks.

- The Main Avenue is the main vehicular connection to Hambledon Road and the remainder of the MDA.
- The other roads are designed to control traffic speeds; there are shared surface spaces and pedestrian only routes.

3.14 Landscape and Open Space

- A local court is provided at the centre of the phase which links to existing trees to the east.
- The local court is designed with a pathway structure, reinforced by tree planting. Areas are provided for informal play/recreation together with a hard landscaped area with benches (see Appendix A.5.1).
- Street tree planting is proposed within the public realm together with private frontage planting to the dwellings and trees and planting within the mews and private courtyards.

3.15 Waste and Recycling

- Individual dwellings to be provided with space for 2 moveable waste containers; apartment blocks to have internal storage provision for waste.
- Where individual on-plot collection cannot be achieved bin muster points have been provided adjacent to adopted highways. Gardens are provided with gates to mews or courtyard areas so refuse can be taken to collection points.
- Waste bins are provided for the local square.

3.16 Sustainable Design

- Dwellings to be built to meet Level 3 of the Code for Sustainable Homes.
- 10% of the total energy requirements to be provided by on-site renewable energy sources by the provision of solar panels.
- Measures to be included:
 - Water flow rates to be a maximum of 105 litres per person per day.
 - Water butts provided

- Recycling bins provided
- Construction materials to be in accordance with BRE Green guide wherever practical
- A site waste management policy to be implemented
- Domestic boilers to be Class 5 rated
- Lifetime Homes recommendations will be implemented wherever possible
- The building fabric will exceed current Part L requirements of the Building regulations
- 75% of internal lighting will be energy efficient
- Solar panels are proposed for most units.
- The phase will connect into the Sustainable Urban Drainage System (SUDs) designed for the western open space that lies to the west of the development.

4 CONSULTATIONS

(Officer comments in italics)

Hampshire County Council

- 4.1 Highways: Subject to some minor points being addressed (adoption clarification, servicing, parking and tree location amendments for a few plots), I can confirm that there are no strategic highway objections to the principal infrastructure proposals and that more detailed highway matters can be addressed during the Section 38 Agreement. *Revisions are expected before Committee and anything not shown and dealt with under S38 can be approved as a minor amendment in due course.*
- 4.2 Ecology: Condition 9 – Although the majority of the western boundary works do not form part of this phase 1 application it still appears the SUDS will be positioned in close proximity to hedge 12 which forms part of the landscaping for this scheme.
- 4.3 Condition 33 – External works and soft landscaping plans show tree protection fencing to be erected around root protection areas. As long as this is implemented, my previous concerns regarding impacts on trees outside of the phase 1 area are addressed. *All comments relate to elements outside the red line boundary of phase 1 Housing application.*

Winchester City Council

- 4.4 Landscape: General layout of the proposals remains broadly unchanged, in accordance with the Design Code. Various changes made to the landscape proposals are now largely satisfactory, although there should still be more use of native species in the shrub/hedge palette. The principal issue for this amended proposal was to demonstrate a greater degree of soft landscaping planting within the rear parking areas and mews courts, details of which are now satisfactory. Changes to several elevations now make for greater material and architectural consistency between individual dwellings. *Planting plans, which can include more native species than as shown on the specification, are required to satisfy condition 21 which is requested to be delegated to officers.*
- 4.5 Waste Management: No adverse comments.
- 4.6 Environmental Protection: Satisfied with the proposals in respect of conditions 20 (scheme for protecting the proposed dwellings and their gardens from noise from Hambledon Road and the proposed 'Main Avenue' and 'Main Street') and 33 (Method of Construction Statement).
- 4.7 Engineers (Highways): Recommend HCC Safety Audit Team verifies standards of roads, visibility splays and cycle routes. Concern the distance of some allocated parking spaces from primary access points may encourage parking on the main highways – *addressed below see section 5 (car parking and highways).*
- 4.8 Other points of concern – would prefer to see increased overlooking of parking courts with the use of low railings/walls bounding rear gardens and spaces. *Low railings not acceptable in terms of residential amenity and security.* Concern with heights of archways and widths for emergency vehicle access. *Design conforms with Manual for Street and standards for emergency vehicles. .*
- 4.9 Engineers (Drainage): The conditions relating to the foul and surface water for the infrastructure of phase 1 can be deemed to be satisfied provided that the applicant enters into a Section 104 Agreement (Water Industry Act 1991) with Southern Water. ROSPA health and safety audit acceptable.
- 4.10 Health and Safety officer: A very useful assessment of the proposed scheme and water safety issues in general. The developer appears to

have got a tick for all the safety and health boxes; my only comment is the ongoing site management issues i.e. the need to ensure that these are in place and monitored. The guidance should also be useful when responding to local site safety issues which raise their head from time to time. *Management proposals ongoing for construction still largely to be submitted under condition 33 which is only to be approved in part.*

- 4.11 Archaeology: In the event of this application being granted consent, the condition to secure a programme of archaeological works attached to the outline application should be attached to this REM application. *Unnecessary – condition approved for Written Scheme of Investigation for whole site, monitoring ongoing.*
- 4.12 Urban Design officer: I understand that the principles of design set out in the Design Code have been accepted by the Joint Committee (subject to amendments which have been delegated to officers in consultation with the Chair of WCC Planning Development Committee) and therefore no comment on the general arrangement of blocks, the articulations of the terraces in terms of heights and setbacks, parking arrangement, and the permeability of the scheme. *Assessment detail included in main report section 5 (urban design and architecture)*
- 4.13 Provided the revised materials schedule is formally submitted and there is a robust and coordinated soft and hard landscaping scheme, and the following conditions are imposed, then I support the scheme:
- 4.14 The subsequent submission, before commencement of development, 1:20 scale elevations, plans and sections of typical detail to include;
- Front doors (with surrounds and canopies)
 - Garage doors
 - All various boundary treatments and garden gates
 - Chimneys
 - Eaves details
 - Ridge detailing
 - Solar panels
 - Windows and sill (windows should be recessed by a minimum of 75mm)
 - Balconies

- 4.15 The subsequent submission, before commencement of development of 1:100 scale hard and soft landscaping plans and sections of the public open spaces within the development to include each street, shared surface and courtyard. *Requirement for more soft/hard plans unnecessary, already submitted and revised to ensure coordination.*

Havant Borough Council

4.16 Planning Policy:

- 4.17 In respect of sustainability issues the Sustainability Overview does not in fact provide an overview with respect to matters such as discouraging car use, public transport proposals, access to employment, schools, play space and services. This may be addressed elsewhere but they are an important part of sustainability of the site. The documents concentrate on the Code for Sustainable Homes but in many parts they are vague and non-committal.

- 4.18 *The wider sustainability measures have been set through the master plan and S106 provisions. The September amendments provide details of the measures external to the properties i.e. water butt and solar panel distribution throughout the site and the amended Statement of Conformity, whilst not being prescriptive on all the measures to be used in each property, commits to achieving Code Level 3. The structural design of the buildings will be subject to pre and post-construction assessments to ensure accordance with Level 3 of the Code for Sustainable Homes*

- 4.19 Landscape, Urban Design and Development Engineer (Highways):The combined comments of a group assessment can be summarised:

- The original submission did not provide an adequate high density edge to the Main Street nor a landmark building on Hambledon Road frontage. The amendments addressed these concerns but revisions needed to the ground floor elevations of the apartments to prevent a non active frontage.
- Outside areas needed for the ground floor apartments.
- Extent of highway to be adopted queried.
- Clarity required on timing of link to Hambledon Road crossing.
- Short stay cycle provision required.

- Detailed points in respect of planting mix, need for detailed planting plan, courtyard and mews lighting, and sheds.
- Statement of Conformity requires commitment to solar panels.
- Trees in open space will require protection both during and post construction.
- Clarity on management of mews courts and courtyards required.

4.20 *Responses have been made to address these points together with a commitment to revisions. Some matters will be dealt with by way of conditions.*

4.21 Engineering Coast/Drainage: SUDS features appear appropriate as far as they are within the Havant administration area

4.22 Access Officer: The access statement is comprehensive in its commitment to inclusive design principles.

4.23 Environmental Health: The same condition should be added to this application as was added to the outline application (condition 20) with the detailed note in the consultation response regarding noise levels. *Unnecessary to repeat the condition imposed on the outline permission.*

4.24 It is assumed in the event of this application being granted consent; the outline application conditions relating to the investigation of ground contamination shall remain in place until formally discharged (for this phase).

4.25 Strategic Housing (joint Havant and Winchester): Amendments submitted 14th October 2008 in the following documentation are acceptable.

- The Affordable housing Masterplan Strategy revision A
- A tracker version of the Affordable housing Masterplan Strategy revision A showing the amendments.
- The Masterplan Phasing Layout.
- The Masterplan Schedule of Accommodation revision D

4.26 Waste Management: Individual dwellings would need to house a minimum of 2 x 240 litre wheeled bins; for larger families of 5 or more there may be a maximum of 4 bins. Bulk bins would be required for

each apartment block. Bin stores will need to be accessible for the refuse vehicle; bulk bins cannot be moved over a distance of 25 metres. The original scheme made turning difficult for the refuse vehicle. *The amendments address the turning issue of the refuse vehicle.*

Statutory Bodies

- 4.27 Hampshire Constabulary: Noted gates have been removed from courtyards, re-emphasised Secured By Design guidelines and recommendations are implemented regarding height of fencing bordering back gardens and courtyards.
- 4.28 Environment Agency: Consideration should be given to localised rainwater source control. At present there is a centralised sustainable drainage collection and attenuation feature on the west of the site. We would ask if there are additional opportunities to hold rainwater up on site through incorporation of rainwater harvesting systems and water butts associated with individual properties. *Waterbutts and their location are now shown on the proposed plan.*
- 4.29 Southern Water: Confirm that the initial level of development at the Hambledon Road site would not exceed the spare capacity of the foul sewer. Further development will. A suitable condition to cover foul and surface water drainage should be included in any approval to ensure this is correctly implemented. *Discussions undertaken to address this where it was agreed that there is existing capacity to accommodate Phase 1 however additional capacity would be required for future phases. Condition 16 of the outline will ensure the correct implementation of the drainage scheme.*

Other Consultees

- 4.30 Portsmouth City Council: None.
- 4.31 CABE (The Commission for Architecture and the Built Environment). *(In response to original submission)*: It's not evident that the buildings and spaces between plots have been designed to make the whole phase easily navigable and legible. There is no hierarchy in the routes and spaces to help make way-finding easier.
- 4.32 The development combines different house types into each plot without creating a place that has a clear identity. Simple architectural principles

such as differentiating the front of a building from other elevations are missing.

- 4.33 Whilst we welcome the variety in parking arrangements, we are concerned that the parking courts and mews will be over-dominated by parked cars, leaving little space for any meaningful landscaping.
- 4.34 *The assessment in sections 5 (urban design and architecture and car parking and highways) below discusses the issues above, of concern to CABE. As noted, since their initial response, amendments to the scheme have been made which considerably improve way-finding, legibility and street hierarchy. It should also be noted that their comments were made without prior knowledge of the Masterplan and, although they were consulted on the Design Code they wished not to assess or comment on that document.*
- 4.35 *An Architects Panel was set up to assess the scheme. It was chaired by the Kent Architecture Centre and had a representative of both the Panel that serves Havant (The Portsmouth, Fareham, Gosport and Havant's Architecture Panel) and Winchester (The Winchester and Eastleigh Architects' Panel) and was formed to provide the Councils with a local assessment.*
- 4.36 Architects' Panel (In response to amended scheme, Sept 08): It is accepted that the design codes stipulate that most of the car parking is to be provided in courtyards of perimeter blocks, with some car parking on-street, but the car parking can dominate these spaces. To mitigate this, a high standard of courtyard landscaping is needed and surface materials should not include, for example, black tarmac.
- 4.37 At this stage it is doubtful that the block layouts will be amended, however further consideration should be given to the design of buildings on corners so that they define corners/junctions/ entrances properly. Corner units need to be purpose-designed and well detailed.
- 4.38 'Way-finding' and identity is important, not just in phase one. Thought should be given to ensuring that key buildings and streets/pedestrian routes have a strong identity and that individual 'quarters' of the overall development have recognisable/separate identities. The design of subsequent phases needs to be considered in outline at this stage.
- 4.39 The street elevations with varying roof heights, set-backs and materials indicate the attempt to emulate a 'village' design, whereas the area is

more of an urban extension. The meeting discussed the need to simplify and add design discipline to the elevations by reducing the number of materials being used.

- 4.40 Quality, natural materials should be used throughout on buildings, particularly a limited range of bricks (say three colours to match the local context), including locally-sourced bricks, the use of natural plain clay tiles (this may require an increase in some roof pitches) and natural slates.
- 4.41 The use of natural timber cladding, possibly cedar, is preferred to the use of man-made horizontal cladding, although such cladding should be restricted in area if the decision is made to keep boarding.
- 4.42 To provide consistency in this phase, consider the use of the same window and door materials throughout. It was felt that pvcu windows were not likely to be appropriate.
- 4.43 Careful thought needs to be given to the 'local park' space. The function of this space needs to be defined in the overall pattern of open spaces. If, for example, it were to be planned as a space for younger children and provided with play equipment, it would need to be fenced and gated and provided with seats for parents/grandparents.
- 4.44 Proper consideration needs to be given to species of trees and planting and colours used within the public realm.
- 4.45 *These issues are dealt with below in section 5 (planning considerations).*

Parish councils/Residents' association

- 4.46 Denmead Parish Council: OBJECT (*upon readvertisement*) to:
- 4.47 The height and design of the four storey block of flats facing Hambledon Road. *The location of the flatted accommodation and height at four storeys was agreed in principle opposite Hambledon Road in the outline application. A Landmark building was also proposed in this location within the Design Code as part of its legibility strategy to define key corners (see sections 5.7 and 5.1 below). The building will be set back from Hambledon Road with the car park in front which will lessen the impact of the building's height. Amended plans also show that the amount of render will be reduced by incorporating more brick. This is considered to respond better to the existing buildings in the area.*

- 4.48 The apparent lack of provision of children's play equipment in the first phase. *Off site Local Equipped Area of Play (2 mins walk) will provide this. Local Park provided in this phase which can be equipped in future should it be required.*
- 4.49 The access for emergency vehicles particularly at night and weekends when there would be more parked vehicles. *Adequate parking is provided for this phase. The highways have been specifically designed to discourage parking on roads with the different uses of it clearly distinguished. A number of bollards are included to directly prevent inappropriate parking. See section 5 (highways) considerations.*
- 4.50 Suggest mesh should be laid on some of the soft landscaping to allow additional and emergency car parking. *Given the above there will be no need for this. Parking on the open spaces would undermine their amenity value.*
- 4.51 Litter bins are not robust enough and should contain a Firexpire mechanism. *Health and Safety aspects of street infrastructure considered appropriate to meet relevant standards.*

Representations.

- 4.52 A total of 222 letters were sent to neighbouring properties and 8 site notices displayed. A statutory notice was also inserted in local newspapers for the Havant and Winchester areas. This advertisement was repeated upon receipt of amended plans in September.
- 4.53 However, no letters of representation from individual households were received from either round of advertisement.

5. PLANNING CONSIDERATIONS

Principle

- 5.1 A list of the relevant planning policies can be found in Appendix B.2. It is explained that the principle of the MDA at WoW was established through the Hampshire structure plan and Local Plan policies WCC MDA1 and HBC MDA2 (appendix B.2). As noted in appendix B.4 outline consent has been granted for the MDA with housing approved in principle in the proposal area. Members have also resolved to approve the infrastructure of the Main Street and Main Avenue to facilitate the proposed housing development bounded by it. A Design Code which ties down the mandatory and aspirational parameters of the phase I

Housing scheme, has also been to a special joint Committee and has a resolution of approval (see general comments above). Officers are close to agreeing the final document.

- 5.2 Therefore it is only the reserved matters detail, and certain pre-commencement conditions as set out above in section 3 (proposal), which are to be considered for this first phase of housing. The main issues are set out below and are considered within the context of the Design Code.

CONFORMITY WITH DESIGN CODE

Land use, density and building heights.

- 5.3 The general layout of the proposals (see appendix A.2), including the extent of development, the position of open spaces and circulation routes are acceptable and are in accordance with the Design Code. The Design Code sets out the land use, density and building height strategy across the site. This parcel of land is located within and structured in accordance with several character areas including the Main Avenue and Main Street, The Neighbourhood Cores and part of the Mixed Use Area. From this phase it is expected that there would be higher building heights to the higher density edges of the wider roads with lower density and buildings heights to the neighbourhood core. The proposal section above sets out these elements, which are considered to be in accordance with the Design Code.

Green Infrastructure, Landscaping and Open Space

- 5.4 The proposal for a new local square at the centre of this phase accords with the initial framework plan and green infrastructure plan. The first phase Local Green will include substantial street planting to frame views within the space and create a green landmark. Green pedestrian links are provided to link the spaces together from the future open space just outside the phase to the southeast of the site, through to the Local Park and then continuing west to the Western open space and northwest (see appendix A.3 and A.5.1).
- 5.5 The planting along the adopted roads has been agreed within the Strategic Infrastructure applications by HCC and has been carefully considered in respect of the character areas and coordination with street lighting. It has been agreed that the species of the planting for trees and low level planting for the non adopted areas, will include more

indigenous species to respond better to the existing landscape context in accordance with the Code.

- 5.6 An equipped area of play (LEAP) is provided off this site, but within the MDA, located on land adjacent to Hambledon Road and on the other side of the proposed Main Street. This is required under condition 23 of the outline permission and provision controlled via the S106 Legal Agreement. The site is wholly within Havant and details are being finalised. The Local Green is part of a series of spaces provided across the MDA as general open space for amenity and informal play with the potential for future play equipment on any of these Local Greens should a further need be identified. This will be provided for by way of a contribution linked to various triggers. Appendix B.5 contains a summary of the S106 requirements and triggers for them in respect of the above.

Movement and Legibility

- 5.7 The legibility and movement strategies have been set out in the Code based on key principles to assist and encourage pedestrians and cycles in particular to move through the site within the context of the Movement Hierarchy Framework. This outlines that there will be seven different street types, and their key characteristics, from the principle means of access to the shared surfaces streets and courts within the residential areas. The legibility strategy (see Appendix A.4) is based on key principles to assist the recognition of the area and to find ones way through the site. The Phase I development is integral to the success of this as it incorporates all of the street types, most of The Main Street, and the houses fronting a section of Main Avenue, which are the two major movement corridors of the MDA.
- 5.8 The site will link the Main Street to the existing Hambledon Parade, with the current application providing a footpath to Hambledon Road in front of the car park, and with the provision of a crossing over it to the Hambledon Parade which will be improved. These are requirements of the S106 for this phase, the details and precise triggers of which are outlined in appendix B.5. The layout and connectivity of this street system and the detailed design is considered to follow the strategies of the Design Code.
- 5.9 The proposal section above details the features incorporated into this phase to accord with the legibility principles of the Design Code in this respect. The Architects' panel and CABE has recognised that the

proposed development required further consideration in order to achieve these principles and so the use of materials has been carefully considered to more logically identify the different character areas and street hierarchies of Phase I (see section 5 Urban Design below). In particular the corner details of the buildings at key points in respect of the legibility strategy have been strengthened to assist way finding. The extent of the public / private realm is clearly articulated as one moves through the spaces, by the use of differing levels of enclosure and surface treatments and street hierarchy in accordance with the Design Code (see Appendix A.5.2 in particular and also the other elevations of A.5).

Built Form

- 5.10 The Design Code provides for flexibility in the precise layout of the individual blocks and architectural approach adopted. The design of the buildings and streets has been assessed in respect of the character areas set out in the Design Code and is considered to respond positively to its principles. The proposal section above gives a detailed description of the built form proposed. One major change which has been made to the application, following its submission in February, has been to the flatted accommodation block adjacent the mixed use area. This has been reconfigured to properly address the corner in accordance with the design principles of the Code and improve access to external private amenity space. Notwithstanding various other amendments to improve some minor detailing of the development, the built form is considered to successfully implement the parameters previously set for the MDA.

Urban Design and Architecture

- 5.12 The scheme proposed is diverse in terms of building heights, building designs and the shapes and enclosure of the public spaces. Although there is a contemporary architectural language to the elevations the buildings are traditional in form and the scheme will be viewed and appreciated as such (see Appendix A.5.4).
- 5.13 Given the diversity it is very important that there is coordination and order in the choice of materials, the design of hard surfacing, street and public place planting and the elevational treatment (particularly the fenestration). It is considered that the development can achieve this to avoid the scheme appearing disjointed and visually chaotic which would be particularly so if the materials, as originally submitted, were to be

used. However the palette of materials has been amended to address these concerns.

- 5.14 Discussions have taken place with the developer's designers who have made certain changes to the elevations and agreed to an 'upgrade' of the materials schedule. Although the developer is insistent on the use of artificial slates all the other materials will be genuine and are commonly used on traditional buildings in the south Hampshire area. These now include a soft Hampshire stock brick, clay plain tiles, natural timber cladding and render which are detailed in the Proposal Section above. These materials will be used in an ordered arrangement which will give definition to the differing character areas within this phase (see section 5.7 movement above) streetscapes, courtyards and public places. With the differing character areas within Phase I now distinctive, and with a robust and coordinated soft and hard landscaping scheme, good legibility will be achieved (see Appendix A.5.5 in particular and also the other elevations of A.5).
- 5.15 In order to retain architectural integrity, and prevent overlooking in some instances, it is proposed to remove the permitted development rights to insert dormers within the roofs and prevent the approved boundary treatments and gates being replaced.

Development Mix and Affordable Housing

- 5.16 The development mix is outlined above in section 3 (Proposal) and the layout plan in appendix A.2 illustrates the location of the proposed affordable dwellings. A site wide Affordable Housing Masterplan has been prepared for the Old Park Farm site and it is demonstrated within the application how the proposed affordable housing mix complies with the requirement to mirror the private and affordable dwelling mix across the whole development. The S106 Agreement requires the agreement of an Affordable Housing Strategy for each successive phase of development in accordance with the Masterplan, in order to respond to changing local need and be agreed prior to the determination of the reserved matters application. The strategy for phase one has been agreed with both WCC and HBC housing teams as required. Formal approval is pending at the time of writing and is expected to be completed prior to Committee.

Car Parking and Highways

- 5.17 Section 3 (Proposal) above outlines the detail of parking provision and appendix A.6 illustrates the arrangement of the spaces which are detailed in accordance with the street types of the Design Code. The Code advocates a flexible approach to the overall numbers of spaces which then will need to be justified for each phase in accordance with Council standards and the guidance relevant at the time. Most houses are provided with a minimum of two spaces and the apartment blocks with one space. Visitor spaces are provided within the highway. As there is little scope for parking elsewhere it is proposed to remove permitted development rights to convert garages attached to dwellings to accommodation. The number and location of spaces are considered acceptable.
- 5.18 HCC has been involved with the layout and design of the principal highway infrastructure and considerable negotiation and redesign has been undertaken in respect of the specification of the Main Avenue, Main Street and secondary adopted roads (see appendix A.6 also). In order to recap this has been primarily to agree spacing of trees in relation to lighting columns, tree species and visibility splays. Some further minor changes are requested and have been agreed to some of the elements that affect the Phase I Housing application and further clarification of the extent of adoption and servicing.
- 5.19 Concern regarding the layout of the development has been expressed by the WCC Highway Engineer in respect of the proposed allocated parking spaces which are considered too remote from the primary access point, for some of the Mews Courts, and particularly in respect of plots 1-7 and, to a lesser extent, plots 18-23, 54-57 & 71-74. In order to address this improvements to pedestrian circulation around the courts has been agreed with the insertion of a pathway to the rear of plot 7 and side of plot 74 to alleviate the most convoluted routes and amendments to the house types to improve rear access to the houses via the gardens, as suggested. The principle of having parking courts to the rear of houses was established at the masterplanning and Design Code stages by the Masterplan Framework, outline parameter plans and in the approved blocks types of the Design Code. Therefore, in addition to the amendments, the layout as proposed is not considered to unreasonably increase journey times to a point which will materially increase the likelihood of people parking short term on the highway in front of dwellings.

- 5.20 The layout of the street network and design of individual streets, with the proposed soft landscaping and hard surface treatments, street infrastructure, position of lay-bys, parking spaces, pinch points and shared surface areas will all help to create an attractive and safe urban streetscape, which will calm traffic and encourage and draw the pedestrian through and accord with Manual for Streets and the highway design criteria of the Design Code.

Waste and Recycling, Sustainability and Buildings for Life.

- 5.21 All individual dwellings and flats will be provided with accessible bin storage for general waste and recycling and collection points have been proposed for all units. The consideration of waste management for the site is a mandatory requirement of the Design Code. The scheme will be subject to agreement with the relevant local waste management departments however it is considered that waste collection will be carried out efficiently.
- 5.22 In order to meet the requirements of the Design Code, and outline planning permission respectively, the Phase I Housing proposal needs to achieve Code Level 3 of the Code for Sustainable Homes and the application must demonstrate how 10% of the total energy requirements of the site will be provided by renewable energy sources. Amended plans have been received to better demonstrate how these requirements are to be met within Phase I Housing including locations of solar panels and water butts being shown for example. The proposal section 3 above lists all of the measures to be included.
- 5.23 The Design Code requires each phase to be assessed against the criteria of 'Buildings for Life' (national standard for well designed homes and neighbourhoods CABE and Housing Federation 2008) with a mandatory 12 out of 20 to be met. The Statement of Conformity has considered the proposed development in this respect, with many of the issues having been discussed above, and in conclusion it is apparent that the requirement will in fact be exceeded.

6. CONCLUSION.

- 6.1 It is therefore concluded that the Phase 1 scheme follows the principles set out at the outline stage and the principles of the Design Code. It provides for a contemporary architectural style delivered through a traditional form with higher densities along the Main Avenue and Main Street and medium densities within the residential core. Heights accord

with those previously set out only reaching 4 storeys for the corner elements of the two apartment blocks. All units are provided with parking, the majority with two spaces, either with the units or within mews areas or courtyards; in such cases rear access is provided to the dwellings.

- 6.2 The street layout is designed to link key spaces and functions within and outside this particular area and will connect with anticipated road and footpaths in later phases. The street layout includes a high proportion of shared spaces to be pedestrian friendly and prevent domination by the car and reduce vehicle speeds. The streets, mews and courts and open spaces also include a high number of trees to provide a green network throughout the site.
- 6.3 The dwellings are to be built to Code for Sustainable Homes Level 3 and include features such as water butts and solar panels which will provide the required 10% of energy from renewable sources (to be confirmed at time of writing). The scheme also delivers the required mix of dwellings and affordable housing and as it is built out it will trigger various contributions as required under the S106 (see Appendix B.5).
- 6.4 It is therefore considered that the proposal will deliver the first phase of the Old Park Farm development in a manner that will meet the aspirations for the MDA that have been established through the outline process and the Design Code.
- 6.5 The submissions also provide the required details to meet the formal requirements of the reserved matters of siting, design and external appearance and, but for a detailed planting plan, the landscaping details. The details are also acceptable in that they meet the other conditions listed in the schedule below, which are sought to be agreed under this reserved matter application. Conditions are proposed to require additional details for aspects where further information is necessary to ensure that the development is undertaken to a high standard – such as window sections, specification of the solar panel to be used or the sheds to be provided. Furthermore to ensure the development retains an adequate level of car parking, retains architectural integrity and to protect neighbours' amenities certain permitted development rights are proposed to be removed.
- 6.6 Members are therefore requested to endorse the development but delegate the final approval to the appropriate Head of Service upon the

formal approval of the Design Code and the receipt of an acceptable planting plan and any other details that may remain outstanding by the date of the Committee.

7. RECOMMENDATION

- 7.1 That in respect of application 08/00350/REM (WCC No. W19499/06) (Winchester City Council) and in respect of application 08/40000/003 (Havant Borough Council), the Head of Planning Control (Winchester City Council) and the Head of Development and Technical Services (Havant Borough Council) respectively, be authorised to DETERMINE the reserved matters application under delegated authority, having agreed the Design Code and any other outstanding details required to ensure the application details are satisfactory and subject to conditions to deal with the aspects listed in the conditions 'schedule 2' below, and any other the respective Heads consider appropriate, and to approve details submitted pursuant to conditions listed in 'schedule 1' imposed upon outline planning permissions 05/00500/OUT WCC and 05/40000/000 HBC.

SCHEDULE 1 CONDITIONS (SUMMARISED) BEING APPROVED

7 (i) – the reserved matters

- (i) siting
- (j) design and external appearance
- (k) landscaping (subject to receipt of detailed planting plans)

(ii) – other matters

- (l) road and footpath layout
- (m) finished levels
- (n) access for disabled
- (o) noise mitigation
- (p) layout of sewers and drains
- (j) works to trees
- (l) means of enclosure
- (m) hard surfacing
- (n) parking of vehicles
- (o) provision for refuse
- (p) provision for street lighting
- (r) chimneys and flues

8 Materials

9 Road details

20 Noise Mitigation

21 Soft landscaping (subject to receipt of detailed planting plans)

22 Hard surfacing

- 33 (i) Construction traffic routes in the local area
- (iv) Piling techniques (no piling proposed)

SCHEDULE 2 SUMMARY OF CONDITIONS PROPOSED

Highways

Details of lighting columns

Provision of pedestrian link between the site and the Hambledon Road toucan crossing before the occupation of the first dwelling.

Outside Areas

Details of sheds

Details of short stay cycle hoops

Details of sub station

Provision of protective fencing to open space and trees opposite plots 75 to 81 both during the construction phase and after completion.

Buildings

Details of

- front doors (with surrounds and canopies)
- garage doors
- chimneys
- eaves details
- ridge detailing
- windows and sills (with windows recessed by a minimum of 75mm)
- balconies
- solar panels
- trickle vent details

Permitted Development Restrictions

Dormers

Conversion of garages and carports to accommodation

Gates and fencing.

General condition to ensure the provision of all details proposed in accordance with the approved plans.

APPENDICES

A.1 FRAMEWORK PLAN

A.2 LAYOUT

A.3 GREEN SPACE NETWORK

A.4 LEGIBILITY STRATEGY

A.5 3D ELEVATIONS

- A.5.1 Looking into Local Park
- A.5.2 Crossing the Main Avenue
- A.5.3 Looking towards Hambledon Road Frontage
- A.5.4 Looking towards Main Street
- A.5.5 Entrance to Mews Courts.

A.6 CAR PARKING

B.1 RELEVANT SITE AND PLANNING HISTORY

B.2 RELEVANT POLICY

B.3 WIMPEY CONDITIONS APPROPRIATE FOR OUTLINE PLANNING PERMISSION

B.4 APPROVED AND CURRENT PLANNING APPLICATIONS

B.5 SUMMARY OF S106 REQUIREMENTS, TRIGGERS AND CONTRIBUTIONS.