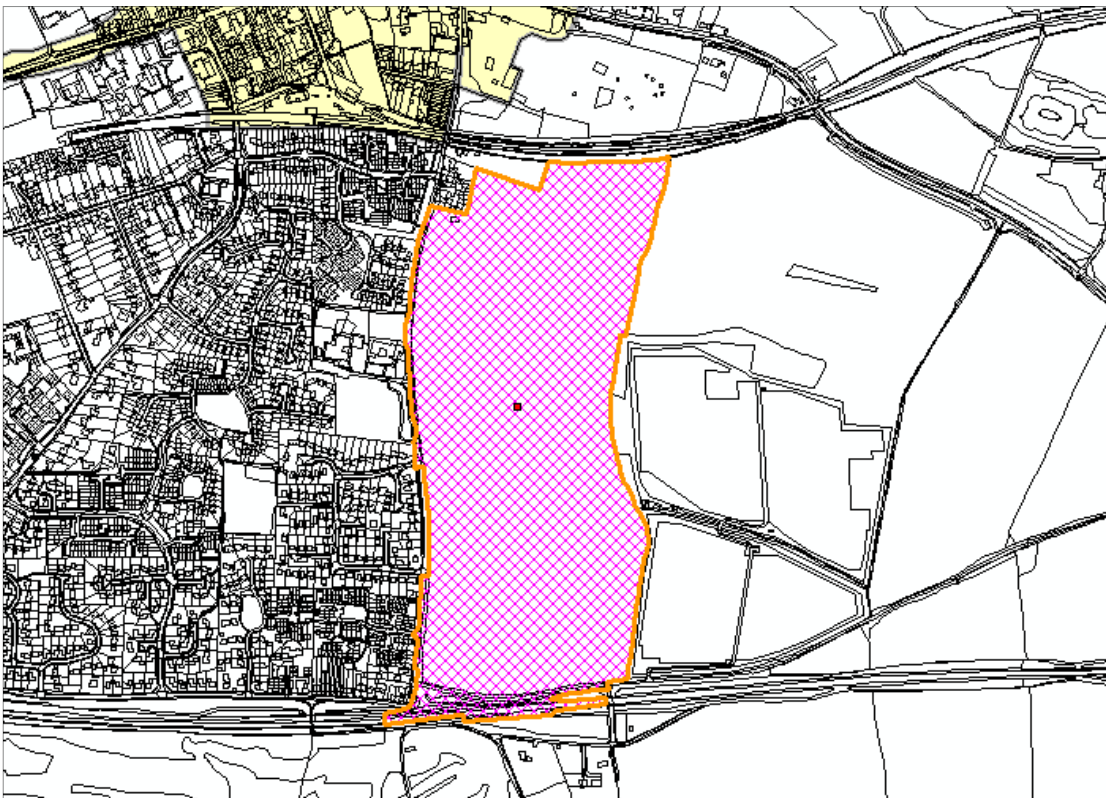


**Case No:** 17/01528/OUT  
**Proposal Description:** AMENDED PLANS 22.02.2018 The erection of up to 320 dwellings (including 40% affordable homes); the provision of 3.4 hectares of employment land for use within Use Classes B1, B2 and B8; the provision of Public Open Space and associated infrastructure including an 'all-moves' roundabout from the A31; the realignment of Sun Lane and provision of additional school facilities including a 'Park and Stride'. EIA development.  
**Address:** Land To The East Of Sun Lane Alresford Hampshire  
**Parish, or Ward if within Winchester City:** New Alresford  
**Applicants Name:** Mr Steven Culpitt  
**Case Officer:** Mrs Jill Lee  
**Date Valid:** 12 June 2017  
**Site Factors:** CIL Zones for Winchester City Council  
Radon Gas Levels  
Southern Water Operational Area.

**Recommendation:** Permission be granted.

**AMENDED PLANS** Date 9 April 2018



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**Case No: 17/01528/OUT**

## **General Comments**

**Application is reported to Committee due to the number of objections received contrary to the officers recommendation.**

This application has been amended since its first submission. Additional highways information was submitted on 22<sup>nd</sup> February 2018 and additional illustrative information submitted on 9<sup>th</sup> April 2018. None of the amended / additional information has altered the actual application in terms of the red line or the areas of highways applied for but just provide additional clarity on highways and highways related issues.

## **Site Description**

The application site comprises approximately 33 hectares located to the east of Sun Lane Alresford. The site currently comprises a single field in agricultural use with well established hedging and trees to the boundaries but no particular landscape features of significance within the site. The site is bounded to the west by Sun Lane to the north by the steam railway and public right of way (off site), to the east by agricultural land and solar farm and to the south by Whitehill Lane and the A31 just beyond.

The site has significant changes in level rising from the north to the high part at the centre of the site and then falling down towards the A31. Overhead power lines run over the high point of the site west east.

To the North West corner of the site is a small cul de sac development known as Langtons Court. These properties back onto the application site.

The residential development on Sun Hill Lane is largely back or side onto the site and separated by the width of the road. There are some listed buildings (Stable Cottages, Laundry Cottage and Sun Cottage) to the south west corner of the site on Tichborne Down. Sun Hill Infants School is opposite the site.

The site is well contained within a landscape framework.

## **Proposal**

The application is submitted in outline only with the details of the means of access to be determined at this stage. The outline application also proposes the erection of up to 320 dwellings, including 40% affordable homes;

The provision of 3.4 hectares of employment land for use within Classes B1, B2 and B8; The provision of approximately 16.84 hectares of Public Open Space; associated infrastructure including new car park for New Alresford Bowling Club; re – alignment of Sun Lane to provide additional school facilities; a “Park and Stride” area for use by the school and a new access from the A31 which also results in partial closure to vehicular traffic of Whitehill Lane.

The broad location of the proposed development is indicated for illustrative purposes only on the plans submitted in support of the application.

## **Relevant Planning History**

There is no planning history on this site relevant to this application.

**Case No: 17/01528/OUT**

## Consultations:

**New Homes Delivery Team:** No objection to the application.

Local Plan Part 1 CP3, 40% of the homes are proposed to be affordable housing. The application seeks permission for up to 320 new dwellings and if the maximum number of homes are developed then **128** (320 x 40%) are to be affordable. If a different number is actually developed of which 40% produces an amount with a figure less than 1 then a financial contribution will need to be made for that `less than 1 figure` based upon Appendix 4 in the Affordable Housing Supplementary Planning Document 2008 the table being updated in 2016. The proposal for 40% affordable housing is supported.

Programme – The Affordable Housing Statement at 3.2.2 suggests that this development will be built out in stages although no details are provided in this regard. At 3.5 of the Affordable housing Statement the affordable housing is proposed to be built out in line with the rest of the development – it not being provided before or after. Tenure – the proposal is that the tenure of the affordable housing will consist of 70% Affordable rent and 30% intermediate housing. Reference is made to adhering to the National Planning Policy Framework and local affordability. Given the statement at 3.2.1 of the Affordable Housing Statement this is supported. Bedrooms - The applicant makes a proposal at 3.3.5 of the Affordable Housing Statement as follows:

	<u>Rented</u>	<u>Intermediate</u>
• 1 bed	Up to 25%	Up to 10%
• 2 bed		
○ Flat	Not less than 10%	Up to 42%
○ House	40%	Up to 32%
• 3 bed	21%	26%
• 4 bed	04%	0%

Based upon a development of 320 homes and a 70:30 split this translates into the following actual numbers:

	<u>Rented</u>	<u>Intermediate</u>
• 1 bed	<b>Up to 22.5 (23)</b>	<b>Up to 3.8 (04)</b>
• 2 bed		
○ Flat	<b>Not less than 9</b>	<b>Up to 15.96 (16)</b>
○ House	<b>36</b>	<b>Not less than 12.16 (12)</b>
• 3 bed	18.9 (19)	9.88 (10)
• 4 bed	3.6 (4)	0

The phrases “up to” and “not less than” are rather limiting and final given that the scheme is likely to be built over a number of phases which are yet to be defined. These phrases should therefore be removed in favour of `Indicative Mix`. At the moment less 3 bedroom

rented homes and more 1 bedroom rented homes would be sought and less 3 bedroom Intermediate properties in favour of more 1 bedroom. Once the detailed location of the affordable housing is developed and depending upon the programme for development and the detailed design the affordable housing mix can be agreed at each Reserved matters stage as suggested at 3.5.1 of the Affordable Housing programme. Each phase would therefore contain 40% affordable housing based upon a 70:30 tenure split. The exact mix of bedroom sizes would be discussed at each Reserved matters stage.

Type (Houses v Flats) – The amount of houses is supported and if the words “Not less than” and “Up to” are removed then the amount of flats could also be supported.

Occupancy – The Affordable Housing Supplementary Planning Document, at 2.8 provides information on the number of people (bed spaces) that should be able to occupy a property. 1 bed properties should have 2 bed spaces; 2 bed properties 4 bed spaces; 3 bed properties 5 bed spaces and 4 bed properties 6 person. The houses that the applicant proposes accord with this advice although it is unclear how many bed spaces the flats will incorporate.

Location – To be decided at Reserved matters stage but at 3.4 of the Affordable Housing Statement the applicant commits to the affordable housing being distributed across the development.

Integration- Planning Policy CP3 of the Local Plan Part 1 requires integration of the affordable housing and the applicant states that it is to be integrated within the street scene and at agreed clusters. It is to be built at the same time as the rest of the development. In this regard the applicant’s attention is drawn to the current Supplementary Planning Document for Affordable Housing, Policy 3 which states that groupings should not be of more than 5 affordable dwellings although the design of the scheme and promoting informal resident interaction will be important considerations.

Sizes - Affordable Housing is to be built as required in Policy DM2 of the LPP2, namely to the sizes prescribed in the Nationally Described Space Standards, and, where practical and viable, to Part M4 Category 2 of the Building Regulations. The actual sizes of the properties will depend upon the number of bedrooms contained in each property and the reference to the Building Regulations concerns the adaptability of the properties. In the Affordable Housing Statement at 3.6 the applicant stated that the affordable housing will be built to these standards.

Adaptability/wheelchair units – As described above the applicant is aware of the need to develop the affordable housing so that it is adaptable. Planning policy also encourages the provision of wheelchair user accommodation and on a development of this nature a few should be provided.

Delivery and Nominations – In the affordable housing statement, the affordable housing is to be delivered via a Registered Provider with nominations being provided to the Council. This approach is supported with the Council already having arrangements with many

Registered Providers in the Hampshire Home Choice scheme.

### Conclusions

The applicant's proposals are broadly supported in terms of the affordable housing and with a few slight amendments concerning the bedroom mix; and adherence to the commitments in the Affordable Housing Statement then the scheme can be very much supported.

### Urban Design: No objection to the application.

The proposal adheres to policy in terms of land use and location of development within the site and is acceptable in principle. The comments below remain incomplete at this stage until the locations of access points, routes and roundabouts are deemed acceptable by the Highways Officer.

Site and context.

The Sun Lane site is linear in form orientated north-south and subdivided into three main areas with the central area on higher ground sloping downwards to the northern and southern parts. Policy NA3, allocates 15 hectares for open space and burial ground on visually exposed higher grounds at the centre of the site and proposes developing 10 hectares for housing to the north and 5 hectares for long-term employment needs to the south. Generally, the areas allocated for development are considerably concealed from distant views.

The site is bound by trees and hedges from all sides and the proposal should minimise any significantly changes to the boundaries unless there are opportunities to enhance the area with views and pedestrian links from the central open space across to the existing neighbourhoods to the west of the site. This will require identifying appropriate locations along the western boundary and providing landscape and urban design details.

The layout for the residential area proposed to the north creates an inward looking development that is disconnected from the large open space to the south due to the proposed east-west woodland feature and the prevailing east-west orientated streets and plots.

The residential area should integrate with the proposed open space to its south with distinct north-south connections and a looser arrangement of dwellings, which merge with the open space. This could be achieved by offering north-south orientated streets/'fingers' with houses facing east-west and sufficient space in between for landscape/woodland. This arrangement would improve the dwellings' exposure to natural light and within private gardens and streets.

The site plan for the proposed employment area is largely indicative and development on individual plots would be incremental and could be incoherent as a result of the different uses and their varying needs in terms of floor space areas, heights, massing, etc. A masterplan with clear design guidance is strongly recommended to ensure that the site is consistently developed following established design principles. For example:

Office space (B1 Use) could be allocated to the north adjacent to the open space, which would in turn limit B2 and B8 uses to the south and east parts of the site away from the existing residential area and the public open space.

Buildings along the north part of the site could offer narrow frontages to minimise their visual impact when seen from the open space and improve visual permeability allowing

views from the north through to the strong tree boundary along the south of the site. Guidelines for car parking areas should also be established to focus on minimising their collective visual impact by locating them away from the open space and distributing them in different locations to the east, west and south of buildings.

Buildings with large footprints could offer green/brown roofs to reduce their environmental impact and soften their outlook.

The site plan indicates a strong boundary of trees and fencing between the employment area and the open space, which would isolate the site. A robust landscape strategy for this area, particularly along the northern part of this site would help integrate the buildings coherently with the open space and improve safety by:

Designing for natural surveillance to avoid strong perimeter boundaries and fencing where possible.

Using landscape to partially screen views from north to south while allowing visual permeability.

Creating pedestrian links from the employment area to the open space, to increase footfall and encourage pedestrian use.

Any modifications to access routes and roundabouts would result in changes in the form of development and its context and would therefore require further consultation advice. Nevertheless, it is important to highlight that the roundabout located within the employment area in the south cuts through the site and may require exploring alternatives or relocating it closer to the site's southern edge.

**Engineers: Hampshire County Council Highways:** No objection to the application subject to the need for a legal agreement and conditions.

Thank you for the opportunity to comment on the above application. Following a review of the Transport Assessment Addendum Revision A (TA), Technical Note (TN) and additional information submitted in support of the application, the highway authority wish to make the following comments in response to the points raised in the previous highways consultation.

#### Presentation of Traffic Impact Data

The latest TA addendum has reduced the number of traffic scenarios to provide a more clear and robust assessment of the proposed development's trip generation, distribution and impact on local junctions. This provides the clarity requested and is therefore accepted by the highway authority.

#### Personal Injury Accident Data (PIAs)

Accident data has been provided for an additional year. The data shows that there were a further 2 'slight' accidents between August 2016 and October 2017. The highway authority is therefore satisfied that the proposed development will not have an impact on the safety of the local highway network.

#### Traffic Impact

#### Traffic Surveys

The traffic surveys undertaken by the developer have now been proven to be suitably

robust to capture existing traffic demands.

#### Employment trip generation

At the request of the highway authority the applicant has confirmed that the Gross Floor Area (GFA) of the employment zone within the planning application is 10,814sqm. This is the figure that the highway authority is using to assess the traffic impacts of the development and the planning authority will also need to satisfy themselves that this is correct. The employment development trip rates and predicted vehicle trips shown in Table 4.3 are therefore deemed to be robust.

#### Traffic Distribution

As set out above, the traffic distribution has now been simplified using a single scenario for the development traffic flows and a 50/50 split has been used to assess the route from the site and the B3046 (the blue and maroon routes).

The errors on the flow diagrams and Table 3.4 of the TAA have been amended and the highway authority is therefore satisfied that these are robust and that the ARCADY/PICADY assessments are accurate. The analysis indicates that all junctions will operate well within capacity.

Whilst it has been shown that Nursery Road will remain within capacity with the redistribution of traffic, there is still a material increase in traffic which, based on the most robust flows used for Nursery Road, will see up to c. 60 additional vehicles during the peak hours. This includes traffic from existing residents routing to the new junction on the A31. It is noted that, even taking into account the on-street parking on this route, the total resulting traffic would be less than the theoretical link capacity for a road of this nature. The increase in traffic also does not result in a severe impact on the operation of the junctions at either end of Nursery Road and the highway authority are satisfied that the traffic impact on Nursery Road can be accommodated..

It is noted that the previous scenario's within the previous submissions did apportion 100% of traffic flows on each route and the assessments indicated that there would not be a severe impact upon the highway network.

Plate 5.3 has been amended to demonstrate journey times from both the St Swithun's Way roundabout to the west and the B3047/Old Park Road roundabout to the east and this therefore provides a more clear explanation of this assessment and assists in identifying which existing areas may route through the new junction on the A31.

Journey time data has been used to assess the likelihood of vehicles routing through the Alresford area and using the new A31 junction to reach destinations east and west on the A31. The journey times indicate that it is unlikely that the new junction would have an impact on the route choices of those who pass nearby to Alresford on their journey as alternate, existing routes exist that would be both quicker and shorter in distance. As such, we deem that the impact on the B3046 and Tichborne Down from traffic routing through to the new junction on the A31 would be minimal as traffic would use alternate routes.

#### Additional Highway Design

Further detailed drawings of the additional highway works shown in Section 7 and appendices of the TAA have been provided to display the proposed footways and swept

path analysis of the school access junction.

The Technical Note recently submitted has amended the school access proposals. The 'loop' feature is no longer provided and the school will now only be accessed from the realigned Sun Lane, not the residential roundabout. The school access will need to be designed to allow for coaches to enter and leave the school site, from Sun Lane, in a forward gear.

The zebra crossing facilities previously proposed have been amended to dropped kerbs with tactile paving. This is to be implemented on all arms of the residential roundabout to provide sufficient crossing points in the vicinity of the residential area and school.

As outlined within the Technical Note, the 'Park and Stride' location is to be moved further north along Sun Lane to account for the vertical alignment in the area. This does not form part of this application, however, a S106 obligation will be recommended to ensure that this is provided in a location to be agreed with HCC.

The new connection from Whitehill Lane to the proposed business park has not been demonstrated to be suitable as indicated on Icen drawing number 16-T081 30 dated 14/2/18. HCC feel that a suitable connection can be achieved to the business park within the constraints and consider the connection identified on this drawing to be indicative, with the final connection to be determined as part of a detailed design process.

#### Pedestrian Infrastructure

Whilst it is acknowledged that a suitable route for pedestrians and cyclists exists from the site along Nursery Road to the centre of Alresford, an alternative route exists from Sun Lane and then via a footpath that eventually leads through the church grounds. The developer is offering a contribution of £20,000 for surfacing / low level lighting as required to improve the amenity of this route.

#### Travel Plan

The Framework Travel Plans submitted previously is not fully compliant with Hampshire County Council requirements. There are a number of amendments that will need to be made before they can be accepted. The full comments on both the residential and employment travel plans will be forwarded to the applicant separately to this response. We would expect these comments to be resolved prior to completing the S106 legal agreement.

#### Recommendation

The additional information submitted has adequately addressed the concerns raised in the highway authority's previous substantive response.

Having regard to the above HCC raise no objection to this proposal from a highways and transportation perspective, subject to the need for conditions, and subject to the applicant entering into a Section 106 Legal Agreement to secure the agreed package of mitigation:

**Head of Environmental Protection:** No objection to the application subject to conditions.

The Air Quality Assessment submitted by Ramboll Environ, dated February 2018 has

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been assessed. The air quality assessment focuses primarily on long-term air quality from road traffic use (NO<sub>2</sub> and PM<sub>10</sub>) and shorter-term air quality impacts caused by dust during the construction phase. The assessment concludes that the impacts from predicted road traffic movements will have a slight to moderate impact on existing dwellings on Sun Lane but the increase in NO<sub>2</sub> will still be well within the UK Air Quality Objective levels. Therefore there are no adverse comments to make regarding this element of the proposals.

Dust during the construction phase has been identified as having the potential to cause a significant impact and a table of mitigation measures was included in the assessment (Table 6.1). It would therefore be expected any adverse impacts of dust during the construction phase could be adequately addressed by incorporating any recommended mitigation measures into a submitted Construction Management Plan.

The Noise and Vibration Assessment also submitted by Ramboll Environ which has measured existing noise levels within the development site and at nearby locations has been assessed. The report has predicted noise levels during the construction phase and longer-term noise from increased traffic movements.

The noise assessment has acknowledged that there will be significant noise and vibration generated during the construction phase and has recommended mitigation measures to limit this impact (Section 3.4) which again can be managed through the inclusion of these recommendations into any submitted Construction Management Plan.

The noise assessment has also predicted road traffic noise levels for both existing noise sensitive receptors and proposed residential dwellings. The assessment shows marginal increases in noise from road traffic to existing dwellings along Sun Lane but at levels which are not considered significant.

The impact of the proposed industrial area has been harder to predict as this really needs to be addressed on a case-by-case basis. In general, it is preferable that B2 and B8 uses are located as far from residential dwellings as reasonably practicable. The applicant should be advised :

- Future B1, B2 and B8 uses should be located (position and orientation) in a manner which minimises any noise impacts to both existing and proposed residential dwellings.
  - All plant and machinery should be installed and operated to achieve between 5-10dB below measured background noise levels.
  - Outside working should be prohibited, unless it can be demonstrated that there is no adverse noise impact on surrounding noise sensitive receptors.
  - Hours of working and opening should be restricted to daytime only unless it can be demonstrated that there will be no adverse impact on noise sensitive receptors.
- Conditions to cover the following should be included;
  - Scheme to protect dwellings from external noise.
  - A noise validation report, demonstrating compliance with these noise criteria
  - Details of telecommunications/air conditioning/refrigeration/compressing equipment to be used.
  - Submission of a Construction Management Plan.

- Hours of operation
- No works outside commercial premises
- No burning on site
- Contaminated land conditions.

**Head of Landscape Ecology:** No objection to the application subject to conditions.  
*Following the submission of details in response to the query on hedgerow/vegetation removal and how this could impact protected species – dormice....*

No objection subject to suitably worded conditions and details of mitigation measures.

Protected species surveys will be updated prior to and during implementation to ensure that mitigation strategies remain up to date throughout, and the Aluco Ecological Report (plus all updates and additional information) and Environmental Statement will be adhered to and implemented in full.

The Flood Risk Assessment and Drainage Strategy shall be adhered to in full.  
 A CEMP shall be submitted to the LPA for approval prior to commencement or any preparatory works.

A Biodiversity Mitigation and Enhancement Plan will be submitted to the LPA for approval prior to commencement or any preparatory works.

**Head of Strategic Planning:** No objection to the application.

The Development Plan:

Winchester District Local Plan Part 1: Joint Core Strategy – Adopted March 2013;

Winchester District Local Plan Part 2: Development Management and Site Allocations - Adopted April 2017;

Hampshire Waste & Minerals Plan – Adopted October 2013.

The LPP1 was formally adopted by the Council on 20 March 2013. The following policies are particularly relevant to this application:

DS1 – Development Strategy and Principles

MTRA1 – Development Strategy for Market Towns and Rural Area

MTRA2 – Market Towns and Larger Villages

MTRA4 – Development in the Countryside

CP1 – Housing Provision

CP2 – Housing Mix

CP3 – Affordable Housing

CP6 – Local Facilities and Services

CP7 – Open Space, Sport & Recreation

CP8 – Economic Growth

CP10 – Transport

CP11 – Sustainable Low and Zero Carbon Built Development

CP13 – High Quality Design

CP14 – Effective Uses of Land

CP15 – Green Infrastructure

CP16 – Biodiversity

CP17 – Flooding

CP20 – Heritage and Landscape Character

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## CP21 – Infrastructure and Community Benefit

The LPP1 development strategy sets the requirement for the overall housing growth in the District at 12,500 dwellings between 2011 and 2031. It focuses substantial growth in three strategic allocations (W of Waterlooville, N Whiteley and N Winchester) whilst setting targets for more limited growth in the larger villages, including Alresford, of 500 dwelling dwellings (policy MTRA2). The Plan emphasises the importance of providing affordable housing and an appropriate dwelling mix (CP2, CP3) and of maintaining or improving the local economy and facilities (MTRA2, CP6, CP7, CP8). Proposals should be acceptable in terms of open space provision, transport, sustainable construction, design, flood risk, and landscape/heritage impact, and provide a net gain in green infrastructure and biodiversity, and achieve efficient use of land and infrastructure provision (CP7, CP10, CP11, CP13, CP14, CP15, CP16, CP17, CP20, CP21).

The overall provision for the Market Towns and Rural Area is about 2,500 new homes. Policy MTRA2 proposes a housing target of “about 500 new homes” for Alresford over the plan period 2011-2031. LPP1 expects the development needed to meet its requirements to be within settlement boundaries or for these to be reviewed, where necessary, through a plan-led process - Policy MTRA2 states that *‘housing.... should be accommodated through development and redevelopment opportunities within existing settlement boundaries first. Sites outside settlement boundaries will only be permitted where, following an assessment of capacity within the built-up area, they are shown to be needed, or to meet a community need....’*

This approach is amplified in paragraph 6.20 of the explanatory text and was supported by the LPP1 Inspector’s Report (paragraph 110): *‘All individual land allocations and site specific issues.... are essentially matters for LP2. This includes the review of all MTRA2 settlement and gap boundaries, taking account of the above, as part of a plan led approach, in accord with the NPPF.’*

### Local Plan Part 2: Development Management and Site Allocations

Local Plan Part 2 was adopted in April 2017, replacing the ‘saved’ policies of the 2006 Local Plan Review. The following policies are particularly relevant to this application:

NA3 – Sun Lane Mixed Use Allocation  
DM2 – Dwelling Sizes  
DM6 – Open Space Provision  
DM15 – Local Distinctiveness  
DM16 – Site Design Criteria  
DM17 – Site Development Principles  
DM18 – Access and Parking  
DM26 – Archaeology

The Local Plan Part 2 assessed sites to meet the LPP1 housing requirement of about 500 dwellings at Alresford, as required by LPP1. Land at Sun Lane was included in the assessments and performed well on the assessment criteria, being well-located to provide for a range of needs. As a result, Local Plan Part 2 allocates a large area of land at Sun Lane for a mixture of uses, principally about 10 hectares of residential development (approx. 325 dwellings), 5 hectares of employment uses (and access), and 15 hectares of informal and recreational open space (policy NA3). Policy NA3 includes the following requirements:

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### Nature & Phasing of Development

A masterplan establishing the disposition of uses for the whole allocated area should be produced. It is noted that a detailed Design and Access Statement has been submitted, which sets out the evolution of the development masterplan and proposes key principles and parameters. The resulting masterplan appears to satisfy the key requirements of policy NA3 regarding the disposition of uses and areas proposed. The overall site area set out in the submitted 'Schedule of Areas' is slightly larger than the Local Plan allocation, due to the inclusion of the new A31 access, and there is a slightly smaller area of housing and larger area of open space proposed. These variations are not considered significant given that the broad levels of housing, open space and employment proposed in policy NA3 are being achieved. The scheme is for 320 dwellings, which is consistent with the Local Plan allocation for 'about 325 dwellings'.

The proposed level of affordable housing equates to 40%, as required by Policy CP3.

The Affordable Housing Statement submitted with the application also proposes to follow the 70/30 split of affordable rented/intermediate housing proposed by LPP1 policy CP3.

The mix of units and arrangements to ensure it is provided in step with the market housing are matters for others to comment on, but the resulting provision will need to be secured by a S106 obligation.

The boundaries between the various land uses shown in the Design & Access Statement follow those set out on the Local Plan Policies Map but, as this is an outline application, it will be important to fix these to ensure they reflect the Local Plan allocation. This should also include the 'parameters plan' section and other relevant parts of the Design & Access Statement so that the key principles are established (other consultees can advise on whether the more detailed design elements need also to be secured through conditions/S106s).

The Design and Access Statement includes an illustrative phasing plan, which also follow the requirements of the policy. This proposes that the new access and changes to Sun Lane comprise Phase 1, along with the early stage of employment development and the main open space area. This means that serviced land for business use will be made available before any housing, which forms Phase 2 onwards, as required by NA3. As this is an outline application, a S106 obligation and/or planning conditions will be needed to ensure that the proposed phasing programme is followed and that particular requirements are met before other elements start (e.g. that the new A31 access is developed in advance of the employment area, as these are both defined as 'Phase 1').

### Access

The Local Plan sets out various access requirements, including a new access from the A31 (to be provided at the start of development), improved pedestrian and cycle access into the town centre and other areas, measures to discourage use of nearby residential roads, and a transport assessment including off-site improvements to be provided. The Highway Authority will assess these matters, which are likely to need S106 or S278 agreements to secure their provision or funding at the appropriate stage. The impact of any transport works on the landscape and existing housing, particularly the new access with the A31, will require careful consideration and treatment which other consultees will no doubt comment on.

### Environmental

Policy NA3 requires landscape boundaries around the site to be retained and reinforced, including provision of a suitable boundary on the western edge of the site to provide a buffer with existing housing. It also requires the provision of about 15 hectares of open space in the central part of the site and open space as appropriate within the housing area. The Design & Access Statement suggests 16.84ha of open space will be provided in total and its landscape principles appear consistent with the Local Plan's requirements.

It proposes that there should be two large recreational meadows and a diversity of habitats. However, there may also be local needs and preferences for other types of recreational open space and the local community should be able to have a major influence on the type of open spaces to be provided and their location. The preference would be for these to be laid out and equipped as necessary by the applicant, with the land dedicated to the Town Council along with a commuted sum for future maintenance (to reflect the types of open space provided).

In any event, a S106 obligation will be needed to secure provision of the types of open space to be provided (or reserved), and their timing, along with the necessary requirements to maintain it in perpetuity. As the open space is needed to meet the requirements of Policy NA3, it is not eligible to be considered as 'Payment in Kind' in lieu of any of the CIL contribution which will be required. CIL should be paid in full at the rate that is current at the time.

#### Other Infrastructure

Policy NA3 requires connection to the nearest point of adequate sewerage capacity and the means of connecting/upgrading the network will need to be agreed with Southern Water and be subject to a condition or S106 obligation (it is noted that Southern Water have commented and suggested relevant conditions). The Groundwater Protection Zone will also need to be protected and a condition/obligation may be necessary, depending on the measures required.

The proposal is required to contribute to the expansion of the Sun Hill Infants and Junior Schools. The application proposes a re-alignment of Sun Lane and a new/improved drop-off/parking area or open area for the Schools. As this is required to ensure a satisfactory layout and safe access arrangements it should be secured by means of conditions or S106/S278. It will be for the Education Authority to advise on the need for additional parking and open areas and what level of financial contribution is necessary and justified to help fund an appropriate expansion of the Schools. Any works or financial contributions will need to be secured through a S106 obligation (as provided for by the CIL Regulation 123 List), including any phasing requirements that may be necessary. The Local Plan also requires other infrastructure to be provided to make the development acceptable in planning terms. It is noted that a Utilities Assessment Report has been submitted and any requirements identified, or which emerge through consultations, will need to be secured through planning conditions or S106 obligations. The main access is to be from a new junction with the A31 and measures are needed to improve pedestrian, cycle and public transport provision and manage traffic to minimise the impact on nearby residential roads. Others will comment on the adequacy of the measures proposed. The existing landscaped boundaries are proposed to be retained and reinforced. The layout and boundary treatment proposed appear to protect the amenities of the existing housing closest to the employment area.

Other LPP2 policies require appropriate dwelling sizes (DM2), adequate open space provision (DM6), appropriate design (DM15-DM17), suitable access and parking (DM18), and the assessment of potential archaeological impacts (DM26). It may also be necessary to consider the impact of the development in terms of noise and pollution generation (policies DM10-DM20).

#### Hampshire Minerals & Waste Plan

Policy 15 – Safeguarding Mineral Resources.

The application site lies outside the Minerals Safeguarding Area as set out in the Hampshire Minerals & Waste Plan.

#### Other Material Considerations

The NPPF promotes a presumption in favour of sustainable development, but substantial

weight should be given to Local Plan policies where the Council can show an adequate and up to date supply of housing land (NPPF paragraph 49). The Council is currently able to demonstrate a 5-year supply of housing land (including a 5% 'buffer'), and the other requirements of paragraph 47 (objectively assessed need, land supply, etc) are satisfied. NPPF paragraph 14 is clear that the presumption in favour of sustainable development relates to proposals that accord with the development plan. As LPP1 and LPP2 are relevant and up to date, the final bullet point of paragraph 14 does not apply.

The Alresford Town Design Statement was adopted as a Supplementary Planning Document in 2008 and is a material consideration. SPDs have also been adopted in relation to Affordable Housing, Residential Parking Standards, and High Quality Places, which are also material planning considerations.

#### Assessment

The application is for residential, employment and open space development including a new access to the A31, as envisaged by LPP2 Policy NA3. LPP2 has been subject to examination by an independent Inspector, who has confirmed that Policy NA3 is 'sound'. The LPP2 was adopted on 5 April 2017 and forms part of the Development Plan, so should be given substantial weight.

The material submitted, particularly the Design & Access Statement and its illustrative masterplan, parameters plan and phasing plan follow the broad requirements of policy NA3 (other consultees will comment on matters of detail). The application also meets the overall policy requirements in terms of affordable housing (LPP1 Policy CP3) and these will require a S106 obligation to secure. The submitted material does not appear to specify the type and mix of housing proposed, so conditions are likely to be needed to control this to ensure compliance with LPP1 Policy CP2. Local Plan Part 1 policy CP11 expects high standards of sustainability but recent Government announcements mean that Code Level 4 for energy would be accepted, which should be secured by planning conditions, along with BREEAM requirements for the employment site. Other consultees will also no doubt comment on the acceptability of the proposal in relation to open space provision, transport, design, landscape impact, biodiversity, drainage/flooding, and infrastructure provision (LPP1 policies CP7, CP10, CP13, CP14, CP15, CP16, CP17, CP20, CP21).

#### Conclusion

The site is allocated for a mix of housing, employment and open space by LPP2 (Policy NA3). LPP2 has been examined and found to be 'sound' and was adopted in April 2017, so forms part of the statutory Development Plan and carries corresponding weight.

Policy NA3 sets out various requirements which will need to be met, along with the requirements of other more general policies on affordable housing, access, etc.

The Design & Access Statement includes an illustrative masterplan, parameters plan and phasing plan which all follow and develop the broad requirements of policy NA3. The principles of the proposed development therefore reflect the requirements of LPP2 policy NA3 and other general policy requirements. Other consultees will no doubt comment on various other specialist policy areas/requirements such as landscape impact, transport, open space provision, etc.

In order to ensure that the various policy requirements are secured, S106/S278 obligations and planning conditions will be needed, including:

- S106 obligations/condition to ensure that the illustrative masterplan, parameters plan and phasing plan are followed. More detailed matters may need to be included, e.g. to ensure that employment land is not developed until the new A31 access is provided.
- Provision or funding for other necessary on- or off-site transport measures including pedestrian, cycle and public transport improvements and traffic

- management on nearby residential roads;
- Requirements to provide, lay out and maintain in perpetuity the on-site open space to be provided (or reserved) within any part of the site, including the necessary commuted payments;
- Securing the amount, type and tenure of affordable housing required by policy CP3;
- Connection to / upgrading of the sewerage network at a suitable point, to be agreed with Southern Water, and measures for protecting the Groundwater Protection Zone;
- Contributions to the expansion of the Sun Hill Infants and Junior Schools, to be agreed with the Education Authority, including the scale and timing of any works or financial contributions;
- The re-alignment of Sun Lane and provision of a new/improved drop-off and parking area for the Schools.

Other consultees will comment on other policy requirements and additional planning conditions or S106/S278 obligations may be needed to address the points raised.

Overall, the application proposals accord closely with the key requirements of policy NA3 and other development plan policies, subject to the comments of specialist consultees and the imposition of appropriate conditions/planning obligations.

**Engineers Drainage:** no objection to the application.

Due to the size of the development HCC will have to consult on the surface water strategy, and I see that this is already underway with HCC passing back initial comments.

With regards to foul drainage, the comprehensive FRA makes mention of foul capacity issues in the main SW system, with the solution offered being the provision of two pumping stations and a brand new dedicated off site rising main to overcome the capacity issue, with SW building the offsite rising main. Therefore, for me to accept this as a potential strategy, I will need to see;

1. Confirmation from SW that they agree to this as a solution.
2. Confirmation from SW that this will overcome any capacity issues.
3. Confirmation from SW that they have agreed in principle to provide the offsite rising main.
4. If the developer is looking for SW to adopt the on site system, I will need to see that they intend to get the on site systems/pumps built to an adoptable standard in consultation with SW. If they don't intend to get the onsite infrastructure adopted, then we will need to see how the system is going to be managed and maintained in the future, and how funds will be raised to pay for it.

If outline permission were to be granted, I will need to see a detailed foul drainage layout, long sections, and specifications for the foul sewers.

**Historic Environment Team Leader - Archaeology:** no objection to the application subject to conditions being imposed to cover the following;

1. Submission of a written scheme of investigation;
2. Submission of a report following archaeological fieldwork.
3. Submission of site investigation and post investigation assessment.

Key issues:

1. The preservation, conservation, investigation and recording of archaeological

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interest (Policy DM26 Winchester District Local Plan Part 2; Policy CP20 Winchester District Joint Core Strategy; NPPF Section 12).

Comments:

Archaeological background:

This outline application follows an earlier pre-application submission and a request for an EIA screening opinion. Further to previous discussions with the applicant's archaeological consultant, the following reports have been received and accepted;

- Development Archaeology Services Ltd, February 2014, An Archaeological Desk Based Assessment of Land to the East of Sun Lane, New Alresford, Hampshire.
- Archaeological Surveys Ltd, Feb 2016, Land to the east of Sun Lane, New Alresford, Hampshire: Magnetometer Survey Report (Report ref. 642).
- Development Archaeology Services Ltd, May 2016, Summary report on the results of an archaeological evaluation (pre-determination) on part of the site area to the East of Sun Lane, Alresford, Hampshire.

Archaeology and Heritage is addressed in Chapter 11 of the Environmental Statement submitted for this application (the geophysical survey and evaluation trenching reports form Appendix 11.1 of the ES).

Copies of these documents have been submitted as part of this application. Full archaeological background to the site is contained within these reports, however in summary the site is known to contain;

- The north-eastern part of the site contains a group of three ring ditches, aligned roughly north-south, previously known from aerial photographs and confirmed by the geophysical survey. The archaeological evaluation trenching carried out within the north-eastern part of the site has confirmed that the ring ditches are related to prehistoric (likely Bronze Age) burial monuments.
- Within the central ring ditch a number of features likely to form grave cuts were identified; one contained a single articulated human skeleton. These may also date to the Bronze Age, but a later period of re-use of the ring ditches (which would have had an attendant earthwork mound originally) as a focus for burial is also a possibility.
- Other ovoid and circular features identified in the evaluation may also be related to the burial monument.
- The remains of all three ring ditches and other features identified in the evaluation work, including the articulated skeleton within a grave cut, have been heavily truncated, probably due to ploughing
- Beyond the area of the ring ditches, other anomalies identified by the geophysical survey indicate a group of pit like features; although it is not certain if these have an archaeological origin, as well as former field boundaries and parallel linear features in the south of the site which may relate to former lynchets. A large anomaly identified by the geophysical survey in the NE corner of the site was found to be a former quarry during the archaeological evaluation. Some of the anomalies have proven to be result of variable geology within the site.

Consideration:

Although important archaeological remains have been identified within the NE corner of the site (Bronze Age burial monuments and secondary burials), these only survive as sub-surface features, with all traces of upstanding earthwork remains now gone. The evidence for plough damage to the sub-surface remains also lessens their significance, such that they are not considered to be nationally important. The surviving remains do however retain important evidential values which will require mitigation. This is acknowledged in Section 11.5 of the ES and in the supporting archaeological evaluation report.

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Given the nature and preservation state of the archaeological remains identified in the northern and southern parts of the site are not considered to form an overriding constraint. Similarly, any archaeological remains present in the central part of the site are unlikely to be deemed worthy of preservation and thus form an overriding constraint. Accordingly there is no objection in principle to the proposal on archaeological grounds. Section 11.5 of the ES sets out a series of mitigation measures, which have been previously discussed and agreed with myself. These mitigation measures can be secured via appropriately worded conditions as set out above.

Given the likely duration of this development, which is to be carried out in 6 development phases with additional landscape infrastructure work (Broadway Malyan Illustrative Phasing Plan - Dwg 28504 421 Rev D dated Nov 16), it is important that archaeological mitigation measures are fully integrated into the 'Construction Programme and Phasing' and the 'Construction Management Plan' for this development.

It is particularly important that archaeological mitigation measures are considered and fully implemented ahead of any site preparation, infrastructure or other enabling works, or, in the implantation of other mitigation measures (such as for ecology etc) for each development phase.

**Head of Landscape:** No objection to the application.

The principles set out in Policy NA3 appear to be met by the outline proposals put forward, including strengthening landscape boundaries to the east and west. The LVIA clearly demonstrates that views of the development, whilst certainly possible from the wider landscape, are minimised by the positioning of housing and employment land in the lower parts of the site. Having said this, strategic tree planting will be necessary to soften any visual impacts, particularly of the employment land, which is likely to be more visually intrusive by its nature.

**Employment Land**

The masterplan shows an indicative layout for the employment land that shows car parking fronting the open space. Given the fantastic resource the open space provides, this layout would benefit from a redesign, placing buildings and people immediately adjacent to the open space, where they can benefit from a view over the natural landscape, and a direct connection with it (for taking breaks and eating lunch/exercising). This would create a unique character to the business park that is rarely found in this type of development. Opportunities for a café (ground floor or rooftop) may also develop as a result of these changes, which would benefit workers during office hours, and also add a positive selling point for the developer.

The masterplan indicates a 20m buffer between existing housing and new employment land, but the size of the buffer needs to be relative to the final building heights, so may need to be bigger.

**SuDS**

The masterplan provides very little detail in relation to SuDS and worryingly labels one area to the north and one to the south (10 on the masterplan) as 'SuDS' and another area (8) as an area of open space to allow for natural flow of surface water...then culverted through the site to the attenuation basin. Three SuDS features are not an adequate way to deal with surface water runoff in a scheme on this size. A fully integrated SuDS system will be necessary to ensure that surface water is adequately dealt with on site and that the scheme does not result in huge engineered inaccessible attenuation basins being necessary to deal with water. A fully integrated SuDS system should include streetscape swales and ponds, intermediary basins at key intervals, where there could also be an opportunity for accessible open space during drier weather, and smaller basins at the end of the system that can also function as useable open space. No basin or pond on site

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should have sides that exceed 1:3 gradient, to ensure that they meet current Industry Guidance (see CIRIA SUDS Manual). No fencing of SuDS features should be necessary and all SuDS features should be multi-functional – enhancing biodiversity through careful planting, offering opportunities for play and recreation, as well as dealing with surface water.

We will expect to see a SuDS Strategy submitted alongside any reserved matters application relating to drainage, landscape or ecology.

#### Housing layout

The housing layout follows a 'parking court' approach to street design that is outdated and has been proved unsuccessful across the country. Residents are reluctant to use parking courts, preferring to bump up on kerbs in front of their houses, which causes access problems along streets and damage to verges and paving/kerbs. Properly designed on-street parking, integrated with tree planting and hedges to break up the hard landscape is much more likely to be successful. Overspill landscaped parking areas that front the roadside can offer a way of dealing with the number of vehicles required for each home (typically 2 cars per household for flats and 2 to 3 bedroom houses, and 3 or 4 for larger homes) and are more likely to be used than parking courts as they are seen as safer places to park due to natural surveillance.

Flats over garages are another issue that has proven problematic in recent years, with owners/occupiers struggling to get insurance to cover their flats and the garages beneath, or garages with flat above, which is a requirement of occupancy. These flats also tend to be isolated within parking courts with no outside space, surrounded by cars, which does not represent high quality design. Given that few people use their garages for parking, it would make more sense to omit the garages and provide parking spaces and small 1 bed terraced houses instead that can then benefit from a small yard offering some private outside space.

One of the most worrying aspects of the layout, that has also been picked up by the Council's Urban Designer, is that the housing turns its back on the open space. A huge treed buffer is proposed between the southernmost houses and the open space, which removes the opportunity for casual surveillance and deprives homeowners of outstanding views up the hill and beyond. Whilst it is important to ensure that the residents here are not unduly affected by users of the open space, there are much more creative ways of doing this.

The other aspect of the housing layout that does not sit well in the context of Sun Lane is the proposal to use flats as a 'gateway' feature on the western entrance. Sun Lane is made up of 2 storey houses and therefore flats immediately fronting Sun Lane are not appropriate as they are contrary to local character.

#### Open Space and Boundaries

The proposed green fingers (12) through the site would limit views out from the open space and therefore tree planting needs to be more carefully planned to make the most of views out of the site. The 'enhanced woodland feature' on the eastern edge of the site doesn't appear to be any bigger than existing, so more information will be required on this to demonstrate how it is enhanced.

At the junction proposed to the southern end of Sun Lane there may need to be additional strengthening of the boundary vegetation due to the loss of vegetation where the new connection is proposed. At present the masterplan shows an avenue of trees extending to the junction, and continuing southwards. Around the junction this will need to be altered to form more of a copse to ensure that any impacts on the properties to the west of Sun Lane are minimised.

The masterplan doesn't give enough detail to ascertain how existing hedgerows will be dealt with, but we expect all existing hedgerows to be kept unless there are compelling

arguments for their removal/access points to be created. This is because significant arable margin species have been recorded in this area, and these are supported by the hedgerows.

#### Play Areas

The masterplan proposes a play area in a central open space within the development. The noise generated by play areas in a courtyard setting can cause social conflict and we would suggest that an informal 'play garden' would be better placed here. It may offer informal play for toddlers and very young children, but otherwise would simply offer a pleasant place to sit and spend time, and as a visual break from the hard landscape. Larger equipped play areas are better suited to the large open spaces in the centre of the site.

A play strategy must be provided alongside other landscape and layout information and should detail informal opportunities for play, as well as formal opportunities and connections between these and people's homes.

**Environment Agency:** No objection in principle to the proposed development.

We can confirm that the Environment Agency has no objection in principle to the proposed development as submitted; however, we request that a planning condition be attached to any planning permission granted to ensure that no infiltration of surface water drainage into the ground is permitted without consent. This condition is necessary in order to make the development acceptable. Without this condition, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application. The comments are based on the assumption that foul drainage is connecting to the mains.

This development site is a greenfield site currently in use for agriculture, which overlies the Blandford Chalk Principal Aquifer. Superficial Head and Clay-with-flints deposits are present across some of the central part of the development site. The far south western corner of the site lies within the Source Protection Zone 1. There is a licensed groundwater abstraction at the Alresford Golf Club (Lic: 11/42/22.1/146) just to the south of the proposed site boundary.

The future use of the proposed development site presents a *medium* risk of contamination that could be mobilised by surface water infiltration from the proposed sustainable drainage system (SuDS) leading to pollution of controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is within Source Protection Zone 1 and is located upon a *Principal aquifer*.

Whilst we would not object to the use of SuDs within the SPZ1 we expect the developer to incorporate suitable level of pollution prevention measures into the drainage design to ensure that groundwater and drinking water supplies are protected. Section 1.0 of The Non-Technical Summary dated June 2017 shows a plan of the development and indicates the use of SUDS in the south western part of the site within the Source Protection Zone.

With regards to clean roof water, we have no objection to this being discharged to ground. However surface water drainage from car parking areas and roads has the potential to contain pollutants and hazardous substances. We would expect a risk assessment to be carried out to determine the level of treatment required prior to the water from these areas being discharged to ground. We would like to direct the developer to the Ciria SuDS manual C753 where industry best practice is provided. It provides further information and guidance on risk assessment and the likely level of treatment

needed for such sites. This can be found at <http://www.susdrain.org/>

A letter from Southern Water dated 13<sup>th</sup> July 2017 states that they cannot accommodate the needs of this application without the development providing additional infrastructure for foul water. It also states that there are no public surface water sewers in the area to serve this development.

The Flood Risk Assessment and Drainage Strategy (dated 1<sup>st</sup> June 2017 Ref: 1620001830/ENV/R03) states that additional infrastructure will be put in place and foul water will go to the Alresford WWTW. We advise that prior to planning permission being obtained, confirmation is sought for the proposed foul and surface water drainage.

**Our comments on this application are based on the assumption that foul drainage is connecting to mains. Should this not be the case we would like to be reconsulted.**

**Sport England:** No objection to the application.

Thank you for consulting Sport England on the above application. Sport England provides the following comments for your consideration.

The site is not considered to form part of, or constitute a playing field as defined The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595), therefore Sport England has considered this a non-statutory consultation. It is understood that Winchester City Council is a Community Infrastructure Levy (CIL) charging authority and as such, the proposed development is required to provide CIL contribution in accordance with the Councils adopted CIL Charging Schedule.

It is acknowledged that there is no requirement to identify where those CIL monies will be directed as part of the determination of any application. That said, Sport England would encourage the Council to consider the sporting needs arising from the development as well as the needs identified in its Infrastructure Delivery Plan (or similar) and direct those monies to deliver new and improved facilities for sport.

Sport England, in conjunction with Public Health England, has produced 'Active Design' (October 2015), a guide to planning new developments that create the right environment to help people get more active, more often in the interests of health and wellbeing. The guidance sets out ten key principles for ensuring new developments incorporate opportunities for people to take part in sport and physical activity. The Active Design principles are aimed at contributing towards the Government's desire for the planning system to promote healthy communities through good urban design. Sport England would commend the use of the guidance in the master planning process for new residential developments. The document can be downloaded via the following link:

<http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/activedesign/>

The comments made in response to this application and the absence of an objection to this application in the context of the Town and Country Planning Acts, does not in any way commit Sport England's or any National Governing Body of Sport's support for any related application for grants funding.

**Highways England:** No objection to the application and no conditions required.

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Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

In the case of this development proposal, our interest is in the M3 and Junctions 9 and 10 in particular for this application.

Having examined the above application, we do not offer any objections to this proposal.

**Natural England:** no objection to the application subject to appropriate mitigation being secured.

We consider that without appropriate mitigation the application would:

- have an adverse effect on the integrity of River Itchen Special Area of Conservation
- damage or destroy the interest features for which River Itchen Site of Special Scientific Interest (SSSI) and Alresford Pond SSSI have been notified.
- have a significant impact on the purposes of designation of the South Downs National Park

In order to mitigate these adverse effects and make the development acceptable, mitigation measures as outlined within the following reports should be secured:

- Implementation of sustainable drainage system features as outlined under section 3.6 in the Flood Risk Assessment & Drainage Strategy (Ramboll Environ, June 2017)
- Prior to the commencement of the development hereby approved, a Construction Environmental Management Plan (CEMP) should be submitted to and approved in writing by the Local Planning Authority, in liaison with Natural England. The CEMP shall identify the steps and procedures that will be implemented to avoid or mitigate impacts on species and habitats. Further details on this can be read below.

We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

Natural England's advice on other natural environment issues is set out below.

Internationally and nationally designated sites

River Itchen SAC

The application site is situated within close proximity to the River Itchen SAC.

The application is supported by a Habitats Regulations Assessment (HRA) Screening report (Ramboll Environ, June 2017), that concludes likely significant effects on the interest features of the River Itchen SAC are unlikely to occur due to the design of the proposals, proposed mitigation measures and adherence to a Construction Environmental Management Plan (CEMP) that will reduce construction impacts on air and water quality. The report states that in-combination effects were not considered as there are no committed developments within the local area that require assessment as cumulative schemes in combination with the proposed development.

The application is also supported by a Flood Risk Assessment & Drainage Strategy (Ramboll Environ, June 2017) which proposed a design to manage surface water run-off that incorporates a number of sustainable drainage features (including permeable paving, swales and infiltration basins). The proposals intend for foul water drainage to connect to the existing mains system. (Note: if the proposals regarding foul water drainage change, Natural England should be re-consulted with regard to water quality impacts on the River Itchen SAC and SSSI.)

On the basis of information provided, Natural England would concur that likely significant effects on the interest features of the River Itchen SAC can be screened out from the

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HRA, and advises that the following are secured by appropriately worded conditions attached to any planning consent:

- Implementation of sustainable drainage system features as outlined under section 3.6 in the Flood Risk Assessment & Drainage Strategy (Ramboll Environ, June 2017)
- Pollution prevention measures to be outlined within a Construction Environmental Management Plan (CEMP)

The Construction Environmental Management Plan (CEMP) should identify the steps and procedures that will avoid or mitigate impacts on the designated sites. The following issues should be addressed:

- Dust;
- Chemical and/or fuel run-off
- Waste disposal;
- Storage of materials/chemicals;
- Increased light disturbance to species (including after daylight hours)
- Protection of BMV land (see below for more information)

Once approved, the CEMP should be adhered to at all times, unless otherwise first agreed in writing with the Local Planning Authority

River Itchen SSSI and Alresford Pond SSSI

Provided the above measures are secured, Natural England considers that the proposed development will not damage or destroy the interest features for which the above sites have been notified and has no objection on this aspect of the application.

Please note that if your authority is minded to grant planning permission contrary to the advice in this letter, you are required under Section 28I (6) of the Wildlife and Countryside Act 1981 (as Page 3 of 4 amended) to notify Natural England of the permission, the terms on which it is proposed to grant it and how, if at all, your authority has taken account of Natural England's advice. You must also allow a further period of 21 days before the operation can commence.

#### Protected Landscapes

The proposed development is for a site within close proximity to the nationally designated landscape South Downs National Park (SDNP). Natural England notes the consultation response from SDNP outlines some recommendations. Provided SDNPs concerns are fully addressed Natural England would have no further concerns on this aspect of the application.

#### Best and Most Versatile Agricultural Land

The application site constitutes approximately 25 hectares (ha) of 'Best Most Versatile' land (BMV).

An area of land classified as Grade 2 under the Agricultural Land Classification (ALC), denoting soil quality as 'very good quality agricultural land', is situated in the southern part of the site proposed for employment and parking. The northern area proposed for residential development classes as Grade 3a ('good quality agricultural land').

Approximately 15ha of BMV land will be permanently lost to development.

The central area proposed for enhanced school grounds facilities and public open space constitutes approximately 10ha of Grade 3a land.

In order to safeguard soil resources as part of the overall sustainability of the development, it is important that the soil is able to retain as many of its many important functions and services (ecosystem services) as possible through careful soil management.

Consequently, we advise that if the development proceeds, the developer uses an appropriately experienced soil specialist to advise on and supervise soil handling, including identifying when soils are dry enough to be handled and how to make best use

of the different soils on site.

The CEMP should incorporate measures to protect soils from damage during the construction phase. Further guidance is available in Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (including accompanying Toolbox Talks) and we recommend that this is followed.

The following measures could include (but not necessarily be restricted to):

- Soil Resource Plan to inform soil management;
- Toolbox talks to staff;
- Storage of materials or equipment should occur on dedicated construction sites only to avoid soil compaction;
- Appropriate storage of fuel and chemicals to avoid spillages;
- Erection of protective fencing or barrier tape and exclusion signs along the boundaries between construction and open space areas of the site to protect these soils from construction activities and avoid indiscriminate vehicle movements

Other biodiversity issues

Local planning authorities must ensure that proposed development meets the requirements for biodiversity enhancement as set out in National Planning Policy Framework paragraphs 7, 109 and 118, and Section 40 of the Natural Environment and Rural Communities Act (2006), which states that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. Section 40(3) also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'. Biodiversity 2020: A strategy for England's wildlife and ecosystem services and Making Space for Nature (2010) also provide strong drivers for the inclusion of biodiversity enhancements through the planning process.

Natural England welcomes the inclusion of a significant area of public open space as part of the proposals to include areas of meadow and new and enhanced woodland features. It is noted that the supporting Ecology Report (Aluco Ecology Ltd, April 2017) identified a population of the Red Listed species white Helleborine in the western field south of the A31. The future use of this field is currently unclear and Natural England would advise that the applicant seeks to secure the future management of this population.

Natural England recommends that the application is supported by a Biodiversity Mitigation and Enhancement Plan (BMEP), or equivalent, to outline how the proposals will benefit wildlife, that has been agreed by the Council's biodiversity officer/district ecologist. The BMEP could include (but not be restricted to):

- The planting of woodland features and native hedgerows
- Use of native wildflower seed mixes which encourage wildlife;
- Incorporation of bat and bird boxes
- The addition of features such as log piles for reptiles and amphibians
- The long-term management for the nearby white helleborine population

Please note that provided the district ecologist is satisfied with the submitted biodiversity mitigation and enhancement measures and the measures are secured by any permission, then no further consultation with Natural England on this aspect of the proposal is required.

**Hampshire County Council Education:** No objection to the application.

The proposed development of 320 dwellings is expected to generate a total of 88 additional primary age children and 62 secondary age children. This is based on a figure of 0.3 primary age children per new dwelling and 0.21 secondary age which, was derived by conducting demographic surveys of developments that have been completed within

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Hampshire and calculating the average number of primary and secondary age children on those developments.

The development site is served by Sun Hill Infant and Junior School, Alresford. This Primary school is currently full and has no places available to cater for the additional children that will be yielded from this development. Consequently the school will need to be expanded to cater for the additional 88 pupils and a contribution is sought from the developer to pay for this expansion. **The required primary contribution is £1,780,768.** Details of the forecasting methodology used, along with the current pupil numbers at these schools can be found in Appendix A.

The County Council has used recent past projects to derive costs for the proposed expansion/s – details and a explanation can be found in the County Council's Developers Contributions Guidance using the following link:

<http://www3.hants.gov.uk/education/school/school-places>

It is not possible to advise on the detail of the works required to the school(s) at this stage, as feasibility studies and consultation must be undertaken to identify the best way of accommodating the children on site however, the contribution will be used to directly mitigate the impact of the development and any part of the contribution that is not utilised will be returned to the developer. As more detailed work is undertaken the County Council can provide a site specific estimate of costs. Financial contributions may change depending on the make-up and timing of the development.

In summary, the contribution towards the expansion of Sun Hill Infant and Junior School are necessary because the schools are currently at capacity and without expansion will not be able to accommodate the children from the development. The contribution will be spent on improvements to the schools which serve the site and therefore are directly related to the development. The level of contribution being sought is based on the number of children expected to be living on the development and the expected cost of accommodating these children at the schools and therefore is fairly and reasonably related in scale and kind to the development. This information is supported by the County Council's '*Planning for School Places Guidance Document*' which sets out the methodology for assessing the impact of development on education infrastructure.

#### Recommendation

The County Council, as Local Education Authority, raises no objection to the planning application subject to:

The applicant entering into a section 106 agreement to secure a contribution of £1,780,768 towards expansion projects at Sun Hill Infant and Junior School in order to mitigate the impact of the development on educational infrastructure and ensure that sufficient school places are provided to accommodate the additional children expected to be generated by the development.

Without the provision of a contribution towards the provision of additional school places the County Council, as Local Education Authority, would object to the proposal on the grounds that the impact on the existing infrastructure cannot be sufficiently mitigated and therefore the development is unacceptable in planning terms.

#### Appendix A

The requirement to mitigate pressure on schools in an area

The *Education Act 1996* S14 places a duty on Local Authorities (LAs) to secure that schools are sufficient in number, character and equipment to provide for all pupils the opportunity of appropriate education. Therefore, there needs to be sufficient appropriate places to accommodate pupils.

The Audit Commission recommends that schools should not operate at full capacity. The



1996 report *Trading Places: The Supply & Allocation of School Places* recommends that LAs plan for a 95 per cent occupancy rate at schools, with a variation of plus or minus 10 per cent, around this target. Furthermore, the updated 2002 report of the same name, recommends a reasonable figure to be 5% spare places in any school and these places should not be considered surplus places.

An additional factor is the need to plan for the provision of places for children who move into an area after places have been allocated or, at other times during the year. Therefore, there needs to be some 'headroom' in the provision of places to allow for such late applicants.

The total net capacity (NCA) of a school relates to the total number of pupils that may be admitted into a school. This number can be compared to the total number of pupils in a school – the Number on Roll (NOR). The Department for Education (DfE) use this methodology to calculate surplus places. This is a suitable measure for circumstances when a school population is relatively stable and gives a useful long-term measure of capacity.

Hampshire County Council Pupil Forecasting Methodology (Published)

Assessment of four year olds living within the catchment area:

Immunisation and vaccination data from local health authorities is collected by age and postcode and is then allocated to enumeration districts. This information is updated annually and takes account of demographic and other trends, including those for the pre-statutory age group i.e. data are collected for year 0 onwards. The number of 4 year olds by enumeration district is then aggregated to school catchment areas. Where an enumeration district straddles a school catchment area, the number of 4 year olds is proportioned to the relevant schools by the number of address points in each catchment area. Future intakes are estimated by calculating an average participation rate (PR) based on rates observed over the previous three years, using a three year moving average (weighted 3:2:1), giving the greatest weight to the most recent year. This weighted participation rate is applied to future forecast numbers of 4 year olds to determine likely intake to Year R. Schools with participation rates over 100% attract pupils from outside their catchment area. Schools with participation rates below 100% lose pupils to neighbouring schools, other authorities or the independent sector.

Forecast numbers for other year groups:

Primary:

This methodology used for year groups 1-6 is based upon a cohort survival model. The basic premise is that pupils will roll forward from year group to the next at the end of each academic year. If there are known housing developments within a schools catchment area, the expected pupil yield is added to the projections at the rate of 0.3 for primary and 0.21 for secondary. This information is provided by the County Environment Department and substantiated by district councils. Expected changes due to pupil mobility and migration are also taken into account. For each year group, the number of pupils on roll in January is compared with the same cohort a year later. A weighted moving average of the observed changed over the last three years (3:2:1) is calculated and applied in the same way as the participation rate

Pupil numbers

The development lies in the catchment area of Sun Hill Infant and Junior Schools, Alresford.

The following tables demonstrate the current and forecast capacity of these schools not including this development:

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**Forecast TOTAL**

	1314	1415	1516	1617	Weighted Participation Rate	1718	1819	1920	2021	2122
Participation Rate:		82%	85%	79%	81%	81%				
S.A.P.F	79	72	68	70		71	82	67	71	82
YrR	60	59	58	55		58	67	55	58	67
Yr1	60	59	60	60		56	59	69	58	61
Yr2	66	60	60	60		60	57	60	71	60
Total	186	178	178	175		174	182	184	187	188

**Southern Water:** No objection to the application.

The exact position of the water mains and foul sewer must be determined on site by the applicant before the layout of the proposed development is finalised.

Please note: - No development or new tree planting should be located within 4 metres either side of the centreline of the (100mm & 200 mm) water mains.

- No development or new tree planting should be located within 5 metres either side of the centreline of the 300mm water trunk main.

- No development or new tree planting should be located within 3 metres either side of the centreline of the foul sewers.

- No new soakaways should be located within 5 metres of water mains, foul sewers.

- All existing infrastructure, including protective coatings and cathodic protection, should be protected during the course of construction works.

Furthermore, due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.

The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk)”.

The results of an initial desk top study indicates that Southern Water currently cannot accommodate the needs of this application without the development providing additional local infrastructure. The proposed development would increase flows into the wastewater sewerage system and as a result increase the risk of flooding in and around the existing area, contrary to paragraph 109 of the National Planning Policy Framework.

Should the Local Planning Authority be minded to approve the application, Southern Water would like the following condition to be attached to any permission. “Development shall not commence until a drainage strategy detailing the proposed means of foul disposal and a implementation timetable, has been submitted to and approved in writing by, the local planning authority in consultation with the sewerage undertaker. The development shall be carried out in accordance with the approved scheme and timetable.”

We suggest the following informative: ‘The applicant/developer should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. The applicant/developer should contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk)’ in order to progress the required infrastructure.

Our initial investigations indicate that there are no public surface water sewers in the area to serve this development. Alternative means of draining surface water from this

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development are required. This should not involve disposal to a public foul sewer. The planning application form makes reference to drainage using Sustainable Urban Drainage Systems (SUDS). Under current legislation and guidance SUDS rely upon facilities which are not adoptable by sewerage undertakers. Therefore, the applicant will need to ensure that arrangements exist for the long term maintenance of the SUDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the inundation of the foul sewerage system. Thus, where a SUDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should:

Specify the responsibilities of each party for the implementation of the SUDS scheme  
Specify a timetable for implementation

Provide a management and maintenance plan for the lifetime of the development. This should include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

We request that should this application receive planning approval, the following condition is attached to the consent: "Construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water."

Following initial investigations, Southern Water can provide a water supply to the site. Southern Water requires a formal application for connection and on-site mains to be made by the applicant or developer. We request that should this application receive planning approval, the following informative is attached to the consent:

"A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk)".  
Any works within highway/ access road will require to protect public apparatus and the protection details need to be submitted to, and approved by Southern Water under NRSWA enquiry

The proposed development would lie within a Source Protection Zone around one of Southern Water's public water supply sources as defined under the Environment Agency's Groundwater Protection Policy. Southern Water will rely on your consultations with the Environment Agency to ensure the protection of the public water supply source.

## **Representations:**

**Councillor Jackie Porter:** Commented on the application.

As the county councillor for this application, I would like to make the following comments: The principle of development is not in doubt- this land is identified in the Local plan. Having spoken to HCC Highways Team, I understand the numbers behind the scenarios rehearsed in the amendment, but still have some concerns about the effectiveness of the application amendments submitted on the 22nd Feb, '18.

1. The lack of a clear and attractive cycle and pedestrian route direct from the development to the town centre is a serious flaw in this plan. The excuse that it is not within the cartilage of the red line is poor because the reasoning of the 320 homes nearest to the town was because the attractive way to reach the town is by non vehicle modes.

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sing the 'preferred route of Nursery Road and into the town at the bottom of the hill is unrealistic. Without this direct route, the whole plan fails to work.

2. The design for the entrance to the school has not yet been finalised with the schools and so the amended plan does not show a true representation of the likely outcome of this application.

For reasons 1 and 2, (and item 8: see below) I object to this application, even though it has been amended.

3. HCC has explained that they are happy with the vehicle numbers cited in the amended plans, and the design of the A31 junction is to current Highways standards. I am happy to accept their view.

4. The double roundabout arrangement of the Sun Lane route into Tichborne Down is circuitous, but I look forward to the reduced use of the sharp corner at their junction: this could improve safety here. However there should be plans to dissuade drivers from using this section, possibly by downgrading or traffic management.

I do not know of any specific conversations that have taken place with the residents on that corner who might be affected.

5. Will two roundabouts improve the noise for local residents or make it worse? I would like the noise levels here (also relating to the A31 junction) be monitored and mitigated in the final design.

6. There still remains the question of public transport/non car mode transport to the employment site. This has not been addressed. I would like to see cycle racks placed near the bus stops that currently exist to enable employees to link to bus/bike (as is done on Winchester Road in Eastleigh) paid for by the developer.

7. The proposal to move the park and stride site closer to the schools is welcomed. I look forward to seeing the final plans for this.

8. The likelihood that all of the roads will not be adopted has still not been addressed. We are encountering problems on other estates because of the lack of design rigour associated with this problem and the private utility systems being installed. I would like reassurance that the roads to this development will be adopted.

In summary, although this amended plan shows some improvement, I do not think it is in a position to be approved. There are still too many details to be confirmed. For that reason, I object to the application and look forward to further amended plans being submitted.

#### **New Alresford Town Council** – comments on the application.

1. NATC seek clarification on how the haul road will be installed from the new A31 roundabout across the site (4.4.49 of the transport assessment) and reserve the right to comment when this detail is provided.

2. NATC has reservations regarding non-peak traffic modelling on various roads.

The council require a travel plan for both the residential and employment zones to review and comment upon.

3. NATC ask for mitigation measures on traffic issues on Tichborne Down given the predicted increase at peak times given that existing parking issues in the mornings and evenings as a condition of this application.

4. NATC find the predicted increase in traffic on Sun Lane, north of Nursery Road improbably low. The council request that HCC re-view these figures and given the impact should they be incorrect and under estimated, mitigation measures will be required.

5. NATC find the predicted increase in traffic on Nursery Road improbably low. The council request that HCC review these figures given the likely impact should they be incorrect and under estimated, mitigation measures will be required.

6. NATC believe there is an opportunity for the Alresford Bowling Club parking to be used to mitigate existing parking problems for local residents. It may be an opportunity to have

a car park for dual parking particularly at the East end for Nursery Road and Chestnut Walk have inadequate parking.

7. As a condition improved lighting should be installed on the footpath behind Haig Road leading to the churchyard.

8. NATC ask for a raised crossing area to facilitate the footpath within the open space area (at node 16 on the illustrative masterplan).

9. A dedicated crossing is required between the southernmost point of node 4 & 5 on the illustrative masterplan.

10. NATC wish to see mitigation plans for noise and lighting from the two new roundabouts and reserve the right to comment.

11. NATC require main distributor roads and lighting on both residential and employment areas to be built to an adoptable standard.

12. NATC require more information on the capacity of the park and stride car park given its potential for multiple use.

#### UPDATED LETTER OF CONCERNS:

At the recent NATC planning committee meeting, on May 1st, a number of Alresford residents expressed their serious concerns on the Sun Hill project. These concerns were noted, and this letter has been drafted from the notes taken at the meeting. The NATC planning committee is sympathetic to these concerns and is writing this letter to draw them to the attention of the Winchester City Council.

The NATC recognises that the development will bring many advantages to the town, notably the amount of affordable housing and the open space. It is felt however that these concerns need to be addressed before outline permission is granted.

The following concerns were expressed to the NATC committee:

- 1) The extensive Traffic assessment studies do not appear to take into account the critical pinch points on the existing road system. These are the north section of Sun Lane running down past Edward terrace, the pinch point under the railway bridge in Jacklyns Lane and the residential character of Nursery Road. The traffic study assumes standard roads of various types, but this is not the actual reality on the ground.
- 2) There will be an increased flow of traffic along Tichborne Down towards the new roundabout. Clarification is needed on how the road will cope with this additional flow.
- 3) The problem of discouraging traffic and preventing HGV's attempting to drive into the town needs to be addressed. There are concerns that Satnavs will direct vehicles to use this route despite the inability of the north section of Sun Lane to cope.
- 4) The proposed roundabout on the A31. This is the subject of a detailed application but was lacking in much detail. It is felt that 3d Images both aerial and from various eyelevel aspects are needed as the submitted sections are difficult to understand.
- 5) An assessment of noise levels from the A31 are needed together with any details of mitigation measures, such as bunds and noise barriers. The noise studies must take account of the noise of acceleration and braking.
- 6) Lighting at the roundabout: Details of the extent of this lighting, which it is assumed will be necessary and of measures to reduce light pollution are needed.
- 7) Drainage and flooding problems: the low ground at Tichborne Down and Whitehill Lane has suffered flooding in the last few years, with the water running into adjacent houses. The development of the site will change the drainage regime. Solutions to this problem need to be demonstrated.
- 8) Pedestrian and cycle links into the town: One of the advantages of the location of the housing area is its relative proximity to the town centre. Although there are good pavements along much of Sun Lane the actual route beyond the railway bridge and through the churchyard is restricted, dark and narrow. The north part of Sun Lane and Edward Terrace lack pavements are therefore difficult for pedestrians to safely negotiate.

A similar problem exists with the cycle route to the town centre. Cycles and pedestrians on narrow and inadequate routes do not mix well.

9) Viability of affordable housing: Although a good level of affordable housing has been promised in good faith by Seawards, there have been many instances when perhaps by outside circumstances, or not, the criteria for viability change and the level of affordable housing drop drastically. Since one of the major advantages of the scheme is the percentage of affordable housing, the robust economic viability of this level needs to be demonstrated and to be tied up as tightly as possible.

10) The problem of Satnav directing traffic from the proposed roundabout directly into the town centre which will put an additional load on the road pressure points listed in 1), needs to be solved.

The NATC are very concerned that the feasibility of this development rests on finding solutions to these problems. It is felt that the approval process should not progress until solutions are found. It is felt that these are not just minor points that can be sorted out in due course, but completely critical to the success of the development.

**Cheriton Parish Council:** Object to the application.

The number of submissions and the amount of documentation associated with this application is now so confusing that it renders further comment extremely difficult. Cheriton Parish Council's original objections still stand and should therefore be viewed as part of this response, but the application is now so unclear, and we would submit lacking in transparency from the public's point of view, that the application should be withdrawn and resubmitted for that reason alone.

#### PLANNING APPLICATION

- The details of the business park development were originally noted as being incorrect on the application form and have not been revised to include for the revision submitted to the TA, the size of which would normally have been sufficient for a new application to be required - both formerly and most recently by the Heritage Impact Assessment submitted on 13 April 2018.

- A new and revised application form should be submitted and all associated documentation including the Environmental Impact Assessment must also be corrected.

#### DEVELOPMENT

- The Local Plan Allocation is for 10ha of residential land and 5ha of employment land. Only 8.25ha of residential land is assessed for traffic. The size of the business park has been doubled by one of the revised TA's (normally sufficient for a new application to be submitted) but remains half of that included in the full Local Plan Allocation and additionally in the original scoping and screening reports. Traffic impacts are therefore significantly understated.

#### ENVIRONMENTAL IMPACT ASSESSMENT

- The EIA regulations require the whole Local Plan Allocation to be assessed - Schedule 4 of the 2014 Regulations (or the equivalent Article 18 in the 2017 Regulations). Only those percentages included in the now off revised outline planning submissions have been assessed. We submit that this is not an application for an Outline Planning Permission however. Outline permission must be consented for both the residential and employment development by virtue of the fact that it forms part of the Local Plan and is therefore part of the NA3 Allocation figures. The application is for detailed Planning consent in respect of the A31 all-junctions movement roundabout and will be built out in the knowledge that it will need to accommodate the full scale NA3 development allocation.

- The application area will not provide funding for environmental or highway mitigation measures outside the development site area. Traffic mitigation measures in

Cheriton and the surrounding areas for instance, will therefore require funding from HCC or the SDNP. Notably however, there is no intention to measure the likely adverse impacts upon Cheriton, the surrounding road network, or the Environment caused by the likely increase not only in traffic volumes, but in the nature of the HGV and commercial traffic much of which is unsuited to narrow and winding roads with neither pavements nor street lighting. The resultant damage to the environment, and including the River Itchen SAC, in addition to the impacts of noise and vibration will remain unrecognised unless and until Origin and Destination studies are carried out using the Strategic Transport model.

Cheriton Parish Council therefore submit that the existing data provided by the TA, which forms the largest part of the ES, is premised upon inaccurate and misleading data. The residential development has we believe, been assessed based upon the 2011 census figures, albeit not upon the whole NA3 Allocation. An assessment of the likely traffic figures associated with the employment demands alternate thinking and is dependent upon the use of a strategic transport model for the full NA3 Allocation, including for origin and destination studies.

We request that the application be resubmitted using the Strategic Transport Model to conduct origin and destination studies based on the development of full NA3 allocated and using a worst-case scenario that includes the maximum number of traffic movements and for each of the B1, B2 and B8 classifications.

We further request that the need for mitigation measures outside the development area is detailed in full and that funding for the provision of such measures is included in the development costs.

The ES chapter submitted on 11 April 2018 however, refers to Chapters 9 and 10, but both are missing, there is no reference to environmental policy and so it continues without providing detail of the haul road and therefore no accompanying details of its impact upon the local or wider communities.

#### ALL JUNCTIONS MOVEMENTS ACCESS – DESIGN AND BUILD OF THE A31 ROUNDABOUT

- The access information required in support of the detailed application for an all junction's movement on the A31 is not sufficient to build the junction and will require HCC and therefore local taxpayers to fund those deficiencies.
- The application does not include a detailed design or standard Stage 2 Safety Audit. As a detailed application for consent the application should comply with the standard requirements of the Design Manual for Roads and Bridges TD 16/07.
- In the absence of detailed plans, the proposed junction and its impacts cannot be fully understood or considered, and its implications cannot easily be conveyed to the public.

Cheriton Parish Council submit that in the interests of public transparency the applicant should resubmit the application to include a detailed design of the access and link road, with cross sections and illustrations in the form of a photo montage that depicts all street lighting, furniture and signage.

#### ROAD SAFETY

- The design is based upon assumed vehicle speeds of 60mph. Measured speeds on the bypass are 70mph. Additional safety measures required to ensure the design is safe will sit outside the site of the application and will again rely upon funding from HCC.
- Details of 'off-site' measures enabling reduced speeds and a safe approach to the roundabout are not included and there is therefore no assessment of their environmental impact.

#### TRAFFIC ASSESSMENT

- The application does not accord with National Guidance for the preparation of

## Transport Assessments.

- The traffic assessment is based upon flaws in the data, flawed trip distribution assumptions and a flawed network model and does not include the use of a validated transport model, which does exist, and which has been paid for by HCC.
- It is unrealistic to suppose that the A31 access will be used for all trips and unbelievable that the creation of 543 jobs cited on the application form will result in only 90 vehicles at peak AM.
- The TA does not include any consideration of HGV or service vehicles outside the development area.
- Noise calculations assume no HGV's and only a limited amount of traffic using 543 full time employees and 10,000 sq. mtrs. of space.
- The use of Google maps to determine routes is flawed. False conclusions are drawn by ICENI because they do not include the use of some urban and secondary roads

## CONCLUDED

The revisions are not significantly different for all material purposes to the original submission and do not address the concerns raised in the Parish Councils Objections dated August '17 and March '18.

The present submission dated 11 April 2018 therefore renders the existing submissions even more opaque and only adds weight, whether at the strategic or more detailed level, to our assertion that the application should be resubmitted based upon the full NA3 Allocation and supported by the use of a Strategic Transport model that recognises the impacts of the development upon the environment and upon the wider community so that they may be properly assessed whether that be in terms of environmental impact, road safety, congestion, parking, funding – the list goes on. Cheriton Parish Council therefore continues to raise objection to the application as submitted.

### **Bishops Sutton Parish Council:** Object to the application.

The Parish Council is very concerned about the effect this development will have on our residents and surrounding roads. The assumption is that the residents of the new houses will use the new roundabout to travel anywhere. In practice, however they will use Sun Lane and Whitehill Lane. The traffic generated by the Employment zone will travel the quickest way to reach their destinations.

The rush – hour traffic, including HGV's and white vans, using the A31 will increase the noise pollution for our residents.

We are strongly opposed to this development, which is totally out of scale for the area, and has not been assessed to consider the full impact on the surrounding villages. You should not give consent until the developers have assessed in full the allocated areas. It seems the developers' approach is to significantly under – record the effects of the new roundabout on local roads, the journeys new residents and the workers in the industrial site will make.

Please reconsider these plans and make them suitable for all residents, the travelling workforce, and the existing local population.

## HIGHWAYS

4. The Parish Council objects to the revised TAA and requires a new application to be submitted to address the objections raised in what follows and at Appendix A below. We note as an example that the TAA page 12, Part 1 includes no B8. Consideration of both service and HGV vehicles is a fundamental part of the objections raised by CPC and must include the local road network outside the application site and including the B3046 to and from Cheriton.

5. CPC notes the apparent flaws in the data. It is unrealistic for instance, to suppose



the A31 access will be used for all trips and the creation of 543 full time jobs cited on the Planning application must result in greater than 90 vehicles at peak AM.

6. The TAA is not significantly different for all material purposes to the original submission made by the applicant and does not address the concerns raised in the Parish Council's objections dated 23 August 2017.

CPC requires the full NA3 Local Plan allocation and access from the A31 to be tested using a Strategic Transport Model and including the local road network outside the application site along the B3046 to and from Cheriton.

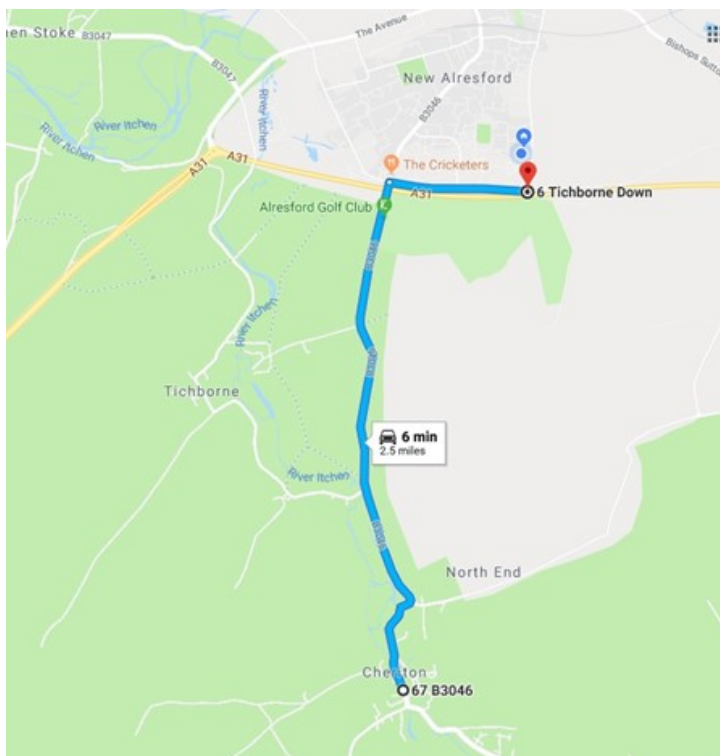
The route as illustrated at item 7 below, highlights the cross country/B3046 route through the South Downs National Park as the quickest way of getting to the A31 and beyond from a number of substantial growth areas, and will be particularly attractive during peak hours of congestion on the motorway network.

The design and access of the new A31 junction on the national road network and in such close proximity to a National Park is therefore of even greater importance in terms of its environmental impacts.

It should not be forgotten that for much of its length the B3046 through Cheriton borders the River Itchen, an SSSI and SAC.

CPC is also aware that the Test and Itchen Catchment Partnership has most recently secured £2.5 million of National Lottery funding to improve upon the headwaters of the River Itchen. CPC also note that the Sediment Pathways Project includes the Cheriton Conservation volunteers and 'run-off' in the context of a growth in traffic volumes along the B3046 and in close proximity to the river will be of concern.

7. The use of Google maps to determine routes is flawed. False conclusions are drawn by ICENI because they do not include the use of some urban and secondary roads. The main example in the TAA is Plate 4.6 referred to at para 4.16, given to 'prove' that Cheriton Traffic would always go via Old Park Road to reach the A31 in 12 minutes. This suggests ICENI is unaware of the route via Tichborne Down and Whitehill Lane which can be reached in 6 mins. See Google Map below.



### **South Downs National Park Authority:**

Thank you for consulting the South Downs National Park Authority (SDNPA) as a neighbouring authority on the above application. We note that the current application is in outline form, with all aspects except access reserved for future determination. The comments below include responses to specific issues raised within the current outline application, along with other issues that we wish you to be aware of, but which may hold more relevance at later detailed design stages. It should also be noted that the SDNPA are open to further discussions with either yourselves or the developer throughout the application process. As you are aware, the UK Government Vision and Circular 2010 and the National Planning Policy Framework (NPPF) (paragraph 115) confirm that National Parks have the highest status of protection. National Park purposes also underpin our consultation response.

These are:

1. To conserve and enhance the natural beauty, wildlife and cultural heritage of the area.
2. To promote opportunities for the understanding and enjoyment of the special qualities of the Park by the public.

In carrying out these purposes national parks have a duty to seek to foster the economic and social wellbeing of local communities within the National Parks.

When commenting on neighbouring authority applications, the SDNPA takes account of a development's potential impacts (both direct and indirect) upon the special qualities of the South Downs National Park (SDNP) and its setting. These include potential landscape impacts, ecological impacts, recreational pressures (and opportunities) and any increases in vehicular traffic through the SDNP.

In the case of the current application, our principal considerations relate to the potential traffic impacts on rural roads within the SDNP and opportunities for the scheme to improve safe connections to Public Rights of Way leading into the SDNP. We have also included comments on landscape and ecological matters, dark night skies, and minerals safeguarding.

#### Traffic

The proposed development site lies well outside of the SDNP, with a new access proposed directly onto the A31 in accordance with the requirements of Policy NA3 of Winchester Local Plan Part 2. However, there may be implications within the National Park with regard to traffic using the B3046. This road travels through the SDNP to access the A272, but it may not be suitable to accommodate significant increases in vehicular traffic - particularly HGVs.

In terms of construction period controls, the Transport Assessment which forms part of the Environmental Statement (ES) mentions the construction period and outlines that controls will be put in place. A construction management statement has also been submitted with the application which states that routing of all major deliveries will be agreed with Hampshire Highways and New Alresford Town Council prior to commencement and that a detailed travel plan setting out the routing will be produced to avoid traffic going on small roads. We would encourage this to be secured in detail by a condition with anticipation that construction traffic and HGV movements should be directed along the A31 and not up/down the B3046.

To assist this, the creation of the new access from the A31 should be delivered at an early stage of development (in accordance with Policy NA3).

In terms of post-development traffic controls, the ES and application has been supported by a Residential Framework Travel Plan (FTP) and an Employment FTP. These set out a

commitment for the developer to produce a Travel Plan which will primarily focus on encouraging modes of transport other than the private car. Suggested measures include annual monitoring of resident and employee travel patterns and supplying information packs.

In line with our comments on construction traffic, the SNDPA considers it particularly important that any travel plan that is secured should include a routeing agreement for deliveries and HGVs associated with the new business park to travel via the new junction on the A31 and avoid travelling north/south along the B3046. We would also encourage consideration of traffic calming or other measures to discourage use of Tichborne Down as a through route to access the B3046.

We note that the County Highways Authority has identified potential inconsistencies and errors within the application documentation and have requested additional information. It is also concerning that the predicted changes in traffic illustrated in the ES do not appear to include details for the B3046 south of Tichborne Down. We would therefore welcome the opportunity to comment further following receipt of such additional highway/traffic information.

#### Recreation & Access

New Alresford benefits from access to a range of Public Rights of Way (PRoWs) linking into the SDNP. The initial links to these PRoWs are illustrated in Plate 21 of the Transport Assessment submitted with the application and include a number of long distance trails (Itchen Way, King's Way, St Swithun's Way and Wayfarers Walk) along with links to Cheriton Battlefield, Hinton Ampner House, and the South Downs Way. In addition, an SDNPA promoted Cycle ride (River Itchen - Alresford into the South Downs) starts in Alresford and runs along Sun Lane and Appledown Lane. Although the existing A31 bypass provides a barrier to north-south access in some places, a footbridge (pedestrian only) exists at Tichborne Down, with an underpass also providing a safe crossing point along Appledown Lane.

Any opportunity to maintain and improve these links, allowing access to the SDNP by non motorised means, would support the second purpose of the National Park (to promote opportunities for the understanding and enjoyment of the special qualities of national parks by the public), and would play an important role in limiting unnecessary car traffic into the South Downs from those residents of the new development (and indeed existing residents of New Alresford) seeking opportunities for informal recreation within the SDNP. The Illustrative Masterplan and Framework Masterplan show public cycle and footways across the site along with indicative connections. The ES and Transport Assessment refer to dedicated pedestrian accesses to Sun Lane and the western boundary of the site. However, the provision or enhancement of links out of the site to the south seem more uncertain at this stage (it is of note that Policy NA3 includes a requirement for a transport assessment including "off-site vehicle, pedestrian, cycle and public transport improvements to be provided or funded by the development").

We would therefore wish to see confirmation that the pedestrian links along Tichborne Down to the footbridge over the A31 will not be detrimentally impacted (and will preferably be enhanced), and that safe (and preferably enhanced) pedestrian and cycle access to the Appledown Lane underpass be provided at the south-western end of the site. We are unclear whether the identification of Whitehill Lane as a "Green link" will result in it no longer being a through route to vehicular traffic - but if so, this could assist in the creation of a safe access to Appledown Lane.

In the interests of ensuring safe connections to these PRoWs for existing residents of New Alresford, we would wish to see confirmation that new roads within the site (including Sun lane itself) will include safe crossing points for both pedestrians and cyclists. This would also appear to be in line with the requests of the Town Council.

In light of the reference to off-site contributions within Policy NA3, any financial contributions which could go towards general PROW network upkeep to the south of the site would be welcome, although best discussed direct with Hampshire County Council. Contributions towards the Watercress Way project may also be appropriate, given the scale of the application and proximity to the start of this route.

It would also be of benefit if the Travel Plan considers including information on how residents will be informed about connections to the PROW network, if appropriate. One possibility could be an interpretation panel in the open space area with a map showing local PROW connections, long-distance trails, and information about sustainable access to the SDNP. It should be noted that promotion of the Itchen Way would be dependent on Natural England's assessment of possible increased recreational pressure on the SAC/SSSI.

#### Landscape

The site is located approximately 900m east and 1.5Km north of the National Park at its nearest points. Although this is close enough for a development of the scale proposed to potentially raise landscape concerns, we note that development is to be avoided on the highest ground. The Landscape and Visual Impact Assessment (including ZTV based on 11m maximum height for housing, and 13m for employment) nevertheless identifies that parts of the site would be visible from within the National Park and the SDNPA's own Viewshed Analysis also suggests that the central and parts of the southern section of the site may be visible from points within the SDNP. In assessing the likely impacts, it would therefore have been beneficial had the viewpoint photographs in the LVIA included wireframe annotation indicating where development was to be located and at what height. Whilst it is accepted that the current application does not include detailed layout, the known parameters could have allowed a suitable illustration of likely effects. Whilst we would welcome submission of such details (particularly at a later detailed stage if not now), the avoidance of high ground, distance from SDNP, and fact that the development would, in most views, be seen in context with the existing settlement of New Alresford all suggest that the SDNPA would have no objection in terms of impacts upon the landscape character of the SDNP or its setting.

The existing trees along the south side of the A31 provide a useful role in terms of screening views of the site (and A31) in longer distance views from the south, along with providing wildlife corridors. We note that these trees are indicated to be protected and retained in the Schedule of Tree Works, but some are nevertheless very close to the proposed new junction works, and we would wish the City Council to satisfy themselves that all of the identified tree groups (in particular TL76, TG80, and TL90), along with any unidentified trees to the west of TL90 can indeed be suitably protected during the highway works.

#### Ecology and Environmental impacts

The River Itchen SSSI and SAC to the west of New Alresford (downstream) lie within the SDNP, and these designations were significant factors in the decision to include the Itchen Valley within the SDNP boundary.

The Habitats Regulation Assessment and ES both mention possible indirect impacts in terms of air quality impacts, water quality impacts, recreational pressure and otter road deaths. Both these documents recommend mitigation measures to ensure there is no adverse effect on the SSSI/SAC from these possible impacts. The SDNPA would wish to emphasise the importance of assessment of such impacts and mitigation, and would wish to ensure that Natural England are consulted on the proposals, and their comments taken into account before any decision is made. We note at the time of writing that Natural England's comments have not yet been received and therefore we cannot comment further on this matter at this point in time. Subject to Natural England being satisfied with

their acceptability, the mitigation measures set out with the HRA and ES should be secured by appropriate conditions.

In terms of protected species, the application is accompanied by an ecological survey and the ES recommends mitigation measures. Most effects of the scheme upon protected species appear localised rather than having an impact extending into the SDNP. We therefore do not have any additional comment to make, provided your ecology advisers are satisfied with the proposed mitigation measures set out within the ES, and that these are secured by condition.

#### Dark Night Skies

The SDNPA has been successful in achieving Dark Skies Reserve status for the South Downs National Park - only the second such Reserve in England. For further information please see <https://www.southdowns.gov.uk/enjoy/dark-night-skies/>.

Street lighting along new roads, roundabouts and A31 junction - if necessitated - should be installed according to the specifications of Hampshire County Council. These include a requirement for fittings to have zero upward light spill. They should also be managed by sufficient control technology to allow for part night switching. The submitted lighting assessment and indicative lighting plans in Appendix 8 appear to confirm this is the case, but we would suggest this is controlled via condition.

Any non-domestic lighting, i.e. lighting above 10 lux or above 500 lumens, should be approved by additional planning consent, supported by detailed lighting plans.

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

- Highways information supporting the scheme is not accurate and makes flawed assumptions.
  - Transport Assessment underestimates the existing level of traffic on Sun Lane particularly the northern part.
  - The application has been amended too many times and should be withdrawn and resubmitted.
  - The documents are too complex for members of the public to understand.
  - No improvements are being promoted for Nursery Road and Jacklyns Lane.
  - Noise impacts to listed buildings and residents not addressed.
  - Flood risk assessment is not accurate and existing flooding has not been recognised.
  - No market for more employment land.
  - Not enough detail provided on the new roundabout and access to it.
  - The development will generate too much traffic on local roads.
  - There is insufficient capacity in the local school and doctors surgery.
  - The Environmental Impact Assessment supporting the application is flawed.
  - Car parking in Alresford is already a problem which will be made worse by this development.
  - Sun Lane is not well lit as stated in the Transport Assessment.
  - The application does not cover the full NA3 allocation for development.
  - Impact of traffic on the Sun Lane railway bridge which is owned by the Mid Hants Railway Company has not been assessed.
  - Sun Lane not suited to additional HGV traffic.
- 6 letters of support received.
- Creating new homes, employment and public open space is vitally important to Alresford.

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- Additional development will keep the population of Alresford buoyant.
- Development will benefit the community and local wildlife / biodiversity.
- The provision of a parking area for Alresford Bowling Club is a major benefit that could help secure the future of the club.

5 letters of comment only received.

- Closure of the eastern part of Whitehill Lane is welcomed.
- The proposals lack self build and custom build opportunities for which there is local demand.

### **Relevant Planning Policy:**

#### Winchester Local Plan Part 1 – Joint Core Strategy (LPP1).

DS1 – Development Strategy and Principles  
 MTRA1 – Development Strategy for Market Towns and Rural Area  
 MTRA2 – Market Towns and Larger Villages  
 MTRA4 – Development in the Countryside  
 CP1 – Housing Provision  
 CP2 – Housing Mix  
 CP3 – Affordable Housing  
 CP6 – Local Facilities and Services  
 CP7 – Open Space, Sport & Recreation  
 CP8 – Economic Growth  
 CP10 – Transport  
 CP11 – Sustainable Low and Zero Carbon Built Development  
 CP13 – High Quality Design  
 CP14 – Effective Uses of Land  
 CP15 – Green Infrastructure  
 CP16 – Biodiversity  
 CP17 – Flooding  
 CP20 – Heritage and Landscape Character  
 CP21 – Infrastructure and Community Benefit

#### Winchester District Local Plan Part 2 – Development Management and Site Allocations.

NA3 – Sun Lane Mixed Use Allocation  
 DM2 – Dwelling Sizes  
 DM6 – Open Space Provision  
 DM15 – Local Distinctiveness  
 DM16 – Site Design Criteria  
 DM17 – Site Development Principles  
 DM18 – Access and Parking  
 DM26 – Archaeology

#### National Planning Policy Guidance/Statements:

National Planning Policy Framework (NPPF); The NPPF promotes a presumption in favour of sustainable development, but substantial weight should be given to Local Plan policies where the Council can show an adequate and up to date supply of housing land (NPPF paragraph 49). The Council is currently able to demonstrate a 5-year supply of housing land (including a 5% 'buffer'), and the other requirements of paragraph 47 (objectively assessed need, land supply, etc) are satisfied. NPPF paragraph 14 is clear that the presumption in favour of sustainable development relates to proposals that accord with the development plan. As LPP1 and LPP2 are relevant and up to date, the

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final bullet point of paragraph 14 does not apply.

Supplementary Planning Guidance:

The Alresford Town Design Statement was adopted as a Supplementary Planning Document in 2008 and is a material consideration.

SPDs have also been adopted in relation to Affordable Housing, Residential Parking Standards, and High Quality Places, which are also material planning considerations.

**Planning Considerations.**

**Principle of development.**

The application site is split into 3 areas. The northern housing allocation and the southern employment allocation are located within the development boundary of New Alresford as shown on the policies map. The central area of the site which is allocated for green infrastructure is outside the policy boundary.

The Winchester District Local Plan Part 1 – Joint Core Strategy (LPP1) sets out that new housing should be accommodated through development and redevelopment opportunities within existing settlement boundaries first and sets a target of about 500 new dwellings to be provided in New Alresford. The housing and employment areas within the application site are located inside the development boundary of New Alresford and therefore the principle of development is acceptable.

Winchester District Local Plan Part 2 Development Management and Site Allocations assessed sites available to meet the housing requirement through the local plan process. The application site was allocated under policy NA3 to provide approximately 33 hectares of land to include about 10 hectares of residential development (about 325 dwellings), 5 hectares of employment uses including a new access onto the A31 and 15 hectares of informal recreational open space and a burial ground.

The application is proposing the following;

- Up to 320 dwellings
- 3.4 hectares of employment land (excluding the access onto the A31 which amounts to approximately 1.91 hectares) to include uses within Classes B1, B2 and B8.
- 16.9 hectares of open space
- Car park for New Alresford Bowls Club
- Realignment of Sun Lane
- Park and stride for the school and enhanced school facilities.
- New access to the A31
- Burial ground.

In terms of quantum of development the housing allocation provides for 5 fewer units than the policy allows for although this was an approximation not a fixed number and so the shortfall is considered to be acceptable and within the generally accepted 10% tolerances expected with major development sites. The quantum of open space is in excess of what the policy requires and the amount of employment and land required for the A31 junction slightly exceeds 5 hectares specified in the policy at 5.3 hectares.

Policy NA3 includes the following additional requirements:

Nature & Phasing of Development;

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- The submission of a masterplan establishing principles for the disposition of housing, employment, open space, access points and linkages,
- To provide for housing development on about 10 hectares of land to the north of the site
- Business development and a new access to the Alresford Bypass on about 5 hectares to the south
- Open space and burial ground on about 15 hectares in the central part of the site,
- A phasing plan establishing the order of development ensuring the provision of a new access to the Alresford Bypass in advance of business uses being developed and to ensure that serviced land for business uses is made available before the completion of the housing phases. The provision of affordable houses should be in line with market housing provision and the phasing of the open space should be agreed.

The Schedule of Areas indicates a slightly smaller area for residential development but the scheme is for up to 320 dwellings which is consistent with the Local Plan allocation for about 325 dwellings.

The application is supported by a masterplan and phasing plan and strategy which are in accordance with the expectations of the policy and so are acceptable.

#### Access;

- Access to the site should be primarily from the south by means of a new junction onto the A31 as the first phase of development.
- Include measures to provide new / improved pedestrian and cycle access from the site into the town centre and to the surrounding development and countryside including off site improvements as necessary.
- Include measures to discourage use of motorised transport and to manage traffic so as to minimise the impact of development on nearby residential roads particularly Sun Lane, Nursery Road and Tichborne Down;
- Produce a transport assessment setting out how the transport requirements will be met. This should include off site vehicle, pedestrian, cycle and public transport improvements to be provided or funded by the development.

The application is supported by a Transport Assessment which has been assessed by Hampshire County Council due to the strategic nature of the proposals. This proposes that the new access onto the A31 and changes to Sun Lane comprise Phase 1. This means that serviced land for business use will be made available before any housing as required by NA3 and will also allow for construction traffic to use the new access avoiding local roads as much as possible.

#### Environmental

- Retain and reinforce existing landscaped boundaries particularly the eastern edge.
- Provide suitable boundary treatment on the western edges to protect the amenities of existing housing.
- Provide about 15 hectares of open space in the central part of the site.
- Provide on site open space with equipped play area within the proposed housing site.



The masterplan submitted with the application indicates that the landscape boundaries will be enhanced and that a significant landscape buffer is being provided between the business park and existing dwellings. Approximately 16 hectares of open space is being provided in the central part of the site and open space including a play area is indicated within and adjacent to the housing allocation both of which accord with the policy requirement.

#### Other Infrastructure

- Provide a connection to the nearest point of adequate capacity in the sewerage network
- Ensure that the Groundwater Protection Zone is protected
- Contribute to the expansion of Sun Hill Infants and Junior Schools and other infrastructure needed to make the development acceptable in planning terms.

The application is supported by a drainage strategy which has been assessed by Southern Water who have confirmed that they have no objection to the proposals but require further details to be sought by way of conditions.

The Groundwater Protection Zone will also need to be protected and the Environment Agency has recommended that a condition will be needed to cover this.

The off site contribution needed for the expansion of the Sun Hill Infants and Junior Schools has been agreed with Hampshire County Council Education.

The application also proposes a re-alignment of Sun Lane and a new/improved drop-off/parking area or open area for the Schools. This should improve the school environment and remove traffic from going past the front of the school.

The proposed development is in accordance with the provisions of policy NA3 and the principle is therefore acceptable.

There are other policies in LPP2 which will be relevant to this application particularly when the reserved matters are submitted.

DM1 sets out that new development should be located within the defined boundaries of settlements including New Alresford. The proposal is therefore in accordance with this policy.

DM2 sets minimum dwelling sizes which any reserved matters applications will need to accord with.

DM6 requires developments to provide adequate amenity space and the submitted masterplan shows that amenity space and play area will be provided within the housing allocation.

DM15 – 17 require developments to be appropriately designed and laid out, this will be negotiated at reserved matters stage.

DM18 requires parking to be provided to adopted standards and this will be discussed when the detailed layouts are submitted.

DM19 deals with development and pollution and requires development to achieve an acceptable standard of environmental quality and not have unacceptable impacts on health or quality of life.

DM26 deals with archaeology, this is intended to be covered by condition and the Head of Historic Environment has confirmed that this is an acceptable approach.

Within LPP1 the following policies will also apply to future reserved matters applications.

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CP2 requires new development to provide a mix of dwelling types, tenures and sizes with a majority of homes being in the form of 2 and 3 bedroom houses. The mix is not known at this stage but future reserved matters applications should accord with this policy.

CP3 LPP1 requires 40% affordable housing to be provided and this is confirmed in the Affordable Housing Strategy which is submitted with the application. The Affordable Housing Statement submitted with the application also proposes to follow the 70/30 split of affordable rented/intermediate housing proposed by LPP1 policy CP3.

CP7 requires provision to be made for open space, sport and recreation. The submitted masterplan indicates the areas to be made available for open space and recreation.

CP10 requires development to be located and designed to reduce the need to travel. The use of non car modes of transport should also be encouraged.

CP11 deals with sustainability and will be considered in detail at reserved matters stage.

CP13 requires development to be of high quality design and appropriate to its context.

CP14 considers the effective use of land to make sure that land available for development is used effectively. The application follows the local plan allocations and is considered to be acceptable.

CP15 deals with green infrastructure including public realm, access to the natural environment where appropriate, biodiversity links and ensuring they are provided in a timely manner. The master plan and phasing plan and measures in the HRA Regulations and EIA assessment will ensure that this is achieved on this site.

The application is supported by an Environmental Statement (ES), Habitat Regulations Assessment screening report (HRA) and Transport Assessment which have considered whether or not the proposed development will have likely significant impacts. The Environmental Statement has been advertised and consulted upon in accordance with the Regulations.

The Transport Assessment has been assessed by Hampshire County Council who have concluded that the proposed transport arrangements are acceptable and that there will be no significant impacts requiring mitigation.

The HRA has been assessed by Natural England and the City Council's ecologist who have confirmed that without mitigation the proposed development would have an adverse effect on the integrity of the River Itchen Special Area of Conservation, damage or destroy the interest features for which the River Itchen Site of Special Scientific Interest and Alresford Pond have been notified and have a significant impact on the purposes of designation of the South Downs National Park. However mitigation has been proposed in the following documents and will be conditioned;

- Flood risk assessment
- Construction Environmental Management Plan.

Provided that development adheres to these conditioned documents and provides mitigation then Natural England agree that likely significant effects on the interest features of the River Itchen SAC can be screened out from the HRA and the impact of the development in respect of the HRA Regulations is considered to be acceptable.

The application is also supported by an Environmental Statement. The proposed development was screened and scoped under the Environmental Impact Assessment Regulations and was found to be EIA development which is required to be supported by

an Environmental Statement (ES). Following consultation the scoping opinion advised the following issues were required to be addressed within the ES:

- potential impacts to the aquifer and the pollution prevention measure necessary to address any identified impacts.
- The site falls partly within an area of medium to high flood risk zone (2 and / or 3) and it is considered that development as proposed here could lead to major long - term negative effects on water.
- potential impacts to the following areas of environmental sensitivity;
  - Alresford Pond Site of Special Scientific Interest (SSSI)
  - River Itchen Special Area of Conservation (SAC) and SSSI
  - South Downs National Park
  - Public Rights of Way
- Detailed Ecological Appraisal relating to the sensitive habitats and species associated with them such as Southern Damselfly and Bullhead.
- impacts of air and climate and the potential for dust and particulates to impact the designated sites once airborne and transported from the development site particularly during the construction phase.

Direct effects on habitat and species through land - take as no information has been provided on ecological surveys such as Phase 1 Habitat and the likely presence of any protected species (and associated recommendations and mitigation).

- It is suggested that a Project-Level HRA screening should be undertaken to confirm that there will be no significant adverse effects on the national and internationally protected biodiversity of the SSSI and SAC.
- Nationally protected species (bats) are indicated close to the site. It is suggested that an EIA is undertaken to provide the further information required to demonstrate that such important mobile species will be protected and provide information on links with Green Infrastructure policy and ecological enhancement.
- Potential impacts on archaeology and heritage.

Although the Screening and Scoping Opinion pre-dates the 2017 EIA Regulations coming into effect the ES has been updated to ensure that it is in line with the most recent EIA Regulations.

The ES and Non Technical Summary contain the conclusions in respect of each of the areas considered.

#### Transport and Accessibility;

The Proposed Development has been fully assessed and the overall residual impact of any additional travel movements on the existing transport networks is concluded to be negligible. A package of on and off site measures are proposed to improve the local transport infrastructure in order to mitigate the impact of any residual traffic associated with the Proposed Development. These measures are based on the provision of a new, all movements junction on the A31. In respect of overall traffic flow on the existing road network, link capacity analysis has shown a Minor Adverse impact in terms of additional movements, and the analysis of impact on key junctions was shown to be Negligible. The development will provide a network of on-site cycle and pedestrian routes which will connect to the existing network and also enhance the amenity of the open space area within the site. A Construction Environmental Management Plan (CEMP) will be conditioned and will ensure that construction traffic, and access to the development, is correctly managed to minimise any impact it may have on the existing road network amongst other things.

### Ecology and Nature Conservation;

The baseline survey work includes detailed surveys of vegetation and habitats, Bird populations, Bats, Dormice, Badgers & other mammal species, Reptiles and Amphibians, and Invertebrates. Each ecological feature has been assessed in relation to the potential effects that could occur without the proposed mitigation measures. The proposed mitigation measures include provision of an Ecological Management Strategy (that includes habitat creation in areas of open space and buffers within the site) and an Ecological Mitigation Strategy to protect retained habitats, protected species and species of conservation concern. The residual effects have then been assessed, and the assessment has shown that there would be no significant adverse effects in terms of ecology or nature conservation, and measures are proposed to provide biodiversity gain within the approximately 16.84ha of open space, as part of the development.

### Landscape and Visual Assessment;

In accordance with policy NA3 the locations of the proposed buildings and roads have been located in the least sensitive areas within the site in order to mitigate impacts. The effects would reduce to effects of major-moderate or moderate significance at Year 15 as a result of the increased screening effects of maturing structural mitigation planting. The visual effects of the proposed development generally diminish with increasing distance away from the site on account of the effects of distance and the enclosure provided by intervening landform, vegetation and buildings. Where built form would be potentially visible, the proposed landscape framework has been located to help ensure successful integration of the buildings, roads and tree/shrub framework into existing views. Similarly views from public rights of way will be protected through strategic landscaping which will reach full maturity in 15 years but provide a degree of screening prior to that.

The site is located within the Bramdean Woodlands Landscape Character Area (LCA) and it is considered that there would be medium level effects of low adverse significance during construction, at Year 1 and negligible at Year 15. There would be low level effects of slight adverse significance on the Itchen Valley LCA during construction and at Year 1. These effects would fall to negligible effects of minimal significance by Year 15 on account of the substantial maturity of the proposed structural vegetation framework. The development proposals would not have any material effect on the fabric of the National Park landscape. The robust proposed tree/shrub vegetation framework and the screening effects of intervening vegetation is such that the characteristics and visual amenity of views, both during the day and at night, from those parts of the SDNP where proposed housing and employment units would be theoretically visible, would be substantially conserved. The proposed development would have negligible effects on the SDNP and these would be of minimal significance. The landscape character, special qualities and visual amenity of the SDNP would be conserved.

### Air Quality;

#### Construction Phase Effects;

8.7.1. A generic assessment of the potential dust and PM10 (PM 10 is particulate matter 10 micrometers or less in diameter) effects during the construction phase of the proposed development has been carried out. With the implementation of suitable mitigation measures and good site practice, the overall significance of the effects was deemed to be not significant. The 'with development' scenario (construction of the proposed development) has been compared to a 'no development' baseline. The residual effect after

mitigation, considering the risk and temporary nature, is not considered significant and is unlikely to pose a risk to human health and the local population.

#### Operational Phase Effects;

Significant NO<sub>2</sub> (Nitrogen Dioxide) impacts at some existing receptor locations, mainly at receptors close to the A31, have been predicted. However, all modelled receptor locations would remain below the annual mean objective of 40 µg/m<sup>3</sup> (amount of chemical vapour, fumes or dust in the ambient air). Negligible PM<sub>10</sub> impacts at all existing receptor locations have been predicted. All modelled receptor locations remain below the annual mean objective of 40 µg/m<sup>3</sup>. Predicted annual mean NO<sub>2</sub> levels at the proposed development site are all below the annual mean objective of 40 µg/m<sup>3</sup> and it is unlikely that the one-hour objective of 200 µg/m<sup>3</sup> would be breached. Predicted annual mean PM<sub>10</sub> levels at the proposed development site are all below the annual mean national objective of 40µg/m<sup>3</sup> and the daily mean objective of 50 µg/m<sup>3</sup> not being exceeded more than 35 times per year. Air quality at the site is therefore considered to be suitable for the intended use. The 'with development' scenario (associated vehicles) has been compared to a 'no development' baseline. The residual effect after mitigation, considering the predicted pollutant concentrations are within the air quality objective levels, is considered to not pose a significant risk to human health and the local population.

#### Water Quality and Hydrology;

An assessment has been carried out to establish the potential effects of the proposed development on the water environment (groundwater, surface water and the ecological habitats that rely on the latter). This considered the application site and its environs with respect to its hydrogeology and groundwater resources, surface water characteristics and ecological designations, where those designations depend on the quality of the associated water environment. The assessment has concluded that although there is potential for sediment and contaminants to be mobilised during both construction and operational phases of the proposed development, the scale of any such events, with the implementation of the Construction Environment Management Plan (CEMP), management protocol, design and mitigation measures is such that no significant effect on the water environment is likely to result. There is a groundwater Special Protection Zone (SPZ) beneath the southern part of the site, the layout of the commercial area has been developed to ensure buildings are on higher ground, and thus less likely to be subject to flooding and thus any associated pollution spread should soakaways be inundated. The designated sites (the River Alre, Alresford Pond and River Itchen) that are potentially fed by groundwater that passes beneath the application site are considered to be at low risk from the proposed development as the nature and scale of effects, should they occur, are likely to be short term and of negligible magnitude. With respect to the Water Framework Directive (WFD), the proposed development will not have a negative effect on the elements of the River Itchen Chalk that currently fail with respect to the WFD's requirements: groundwater quality (Drinking Water Protected Area, general chemical test) or groundwater quantity (water balance and Quantitative Dependent Surface Water Body Status). The poor chemical status of the water body is partly due to the presence of nitrates in the groundwater. By removal of the application site from agricultural use, additional planting and the use of appropriate procedures to manage the landscape and open space areas of the application site, the development may in fact provide a small contribution to the reduction of nitrates into the groundwater environment. Neither will the proposed development contribute a negative effect to the surface water designated sites near the application site e.g. fish movement in the River Arle, silting up in Alresford Pond or water levels and land management along the River Itchen. The removal of the

application site from agricultural use may, provide a small contribution to the reduction of nitrates into the groundwater environment and thus in the connected surface water bodies. The proposed development is thus in compliance with the WFD and its associated legislation. No cumulative or residual effects are anticipated.

#### Flood Risk & Drainage

The majority of the site is at low risk of flooding from all sources during the construction phase. There is a high risk of surface water flooding along the southern boundary although, given the relatively short duration for works required in this area the risk of concurrent flooding is low. Therefore, during the limited construction phase of the development, there is a neutral overall effect of flood risk to the site that is considered not significant.

#### Surface Water Runoff and Downstream Flood Risk

Disturbance of the ground during the construction phase may encourage more rapid runoff of surface water. Construction of a bund in the northwest corner of the site will be used to prevent surface water reaching properties in Langtons Court and divert the flows to the infiltration basin. The residential properties will be built in phases over a number of years. Therefore, the drainage strategy features associated with the earlier phases will be in place and operational before construction of the later phases begins, thereby reducing the potential for exacerbation of downstream flooding. • On this basis, there would be a low risk of surface water runoff causing downstream flooding during the construction phase, and the effect is therefore considered not significant.

#### Operational Phase Effects

##### Flood Risk to the Site

The site is considered to be at low risk of fluvial and tidal flooding and the proposed development classes proposed are therefore appropriate for the site. Therefore, based on the assessment criteria, there is no significant effect on flood risk to the site during the operational phase.

#### Surface Water Runoff and Downstream Flood Risk;

Once construction is completed the proposed development would increase the impermeable area of the site to approximately 7.56 ha (25% of the initial greenfield area). In addition, the NPPF identifies that rainfall intensities will increase in the future as a result of the predicted effects of climate change and that the resultant increases in surface water runoff need to be accounted for when designing new drainage systems. Future rainfall intensities, peak runoff rates from the site are predicted to increase. Without mitigation these would result in an increased risk of flooding to downstream receptors, which would be a significant adverse effect according to the assessment criteria. However, the surface water drainage strategy for the proposed development ensures that runoff from the impermeable areas is infiltrated into the ground via different SuDS features. The design and sizing of these features is based on a 1 in 100 year event with an additional 30% allowance for climate change. Under the proposals new buildings will not be located within the surface water flood route in the southern part of the application site. The natural topography will be enhanced with an oversized swale and infiltration basin to provide flood storage for surface water flows. With this designed-in mitigation the effect on surface water flooding and downstream flood risk is not significant.

#### Foul Drainage;

Foul flow rates will increase as a result of the new development. Southern Water has advised that there is insufficient capacity in the existing network and a new connection will be required from the development site to the New Alresford Waste Water Treatment Works (WWTW). Foul drainage from the development will be connected to this system. As discussed above, surface water drainage will be dealt with separately and will not enter the foul drainage system. Given this arrangement, the effect on sewer flooding will not be significant. With the designed-in mitigation, there are deemed to be no significant adverse effects relating to flood risk and drainage for either the construction or operation phase of the proposed development. The additional mitigation discussed above will further reduce flood risk and drainage impacts and ensure the SuDS continue to function in the long term. There are not considered to be any significant residual effects.

#### Archaeology and Heritage:

The results of the archaeological evaluation identified evidence of prehistoric archaeological activity, within the north-east corner of the site area. Trenches dug within predicted areas of moderate to high archaeological activity, contained archaeological features related to a predicted grouping of 3, probable pre-historic [Bronze age] ring ditch features. The majority of features were heavily truncated. The truncated nature of all recorded features strongly suggests that archaeological levels have been severely impacted upon by ploughing activity. It is suggested that for all categories of assets within the site area, mitigation should be put in place and this will be covered by conditions. This approach is supported by the Head of Historic Environment.

In respect of Heritage Assets, Sun Cottage, Laundry Cottage and Stables Cottages are listed buildings which are identified as having Medium Importance. Due to the distance between the development Site and these assets, the tight nature of their immediate setting, and the heavy planted buffering between these assets and land to the east and southeast (which is to be retained and enhanced), there will be no change to the significance of these assets and they will not be adversely impacted upon by the proposed development. Similarly, the proposed new road junction, whilst having some intervisibility with these assets, will not generate any change in aural or environmental terms, and will not impact upon the character of their setting in a way that generates harm to the setting of the listed buildings. . This new junction will not alter the nature of the Sun Lane/Whitehall Road junction, and will be experienced within the wider context of an already busy and noisy A31. Therefore, overall, a negligible impact will arise to these assets as a result of the development.

**New Alresford Conservation Area:** The development will be well-screened from the Conservation Area; the development boundary is approximately 500m from the south-eastern edge of the Conservation Area, but built form is not proposed within the Site close to this boundary. Furthermore, the southern boundary of the Area, being well formed by the former Mid Hants Railway provides a strong visual boundary, formed of tree-lined embankment. Further design mitigation is through the use of additional planted boundaries within the site. The proposals in this location will cause no harm in visual terms to the conservation area. It is noted that the scheme will cause an increase in traffic movements in the vicinity of the Site, including along East Street, West Street and Broad Street, through the Conservation Area. This area is already busy with traffic, with car parking and car movements already forming an integral part of one's experience of this vicinity. The likely increase in vehicle movements around the junction of East, West and Broad Streets is identified within the transport assessment to be around 5%, a relatively minor change in overall numerical terms. The additional traffic movements will not have a material impact on the character and appearance of the New Alresford Conservation Area

in aural or experiential terms. As such, overall, a negligible impact will arise to the New Alresford Conservation Area.

There are relatively few designated built heritage assets within the vicinity of the Site. Those assets that do exist, along Tichborne Down, and further north around the core of New Alresford, will be well-screened visually from the proposed development, and will not experience a notable aural or environmental impact on their significance. A negligible impact will arise on the historic built environment. It is therefore not considered that mitigation is required.

The application follows the principles of policy NA3 and other development plan policies relevant to the development. The application is supported by a Transport Assessment, Habitats Regulations Assessment and Environmental Impact Assessment which have ruled out likely significant impacts and identified the mitigation needed and this will be conditioned. The principle of the development is acceptable.

### **Design/layout.**

The application is submitted in outline with only the details relating to the means of access to be determined at this stage. Illustrative plans indicating the broad disposition of the development on the site, housing to the north, open space on the central high ground and employment to the south, have been submitted to show that the quantum of development proposed is in accordance with policy NA3. These illustrative plans are in accordance with the principles of development set out in policy NA3. The details of the layout will be agreed via reserved matters applications in the future.

An area of land is being set aside for Sun Hill Infants School and Sun Lane is proposed to be rerouted at this point to ensure that there is no highway dividing the school from its new area of land. It is also proposed to provide a "Park and Stride" facility for the school but the location for this is not fixed yet and will be negotiated with Hampshire County Council education department and the school.

A new car park for the bowls club is proposed in the north west corner of the site which is as close to the bowls club as can be managed within the site. The bowls club have used this area of land for car parking in the past as they have no parking of their own and the application safeguards this land for their use in the future.

The employment area will be accessed directly from the new junction on the A31 which is in accordance with policy NA3.

It is intended that the site will be developed in phases and a phasing plan has been submitted in the suite of documents to be approved. The main infrastructure is to be completed in Phase 1 prior to any further development on the site taking place this will include the new roundabout on the A31, the internal roads the bypass around the school on Sun Lane and drainage infrastructure. The provision and timing will be controlled by way of a legal agreement. The strategic planting and open space will also be provided in the first year of development. It is anticipated that the overhead lines will be put underground in year 2 of the development thus improving the amenities of the open space.

The housing will be provided in five phases over a 6 year period with the bulk of the houses (115) being provided in the second year of the development and between 45 – 55 dwellings in the remaining phases over a period of four years.



It is anticipated that the business park phase 1 will be started in the first year of development once the main access has been secure and the second phase in year 3. A 20m landscape buffer is proposed between the existing houses on Sun Lane and the proposed business park. The Design and Access Statement sets out the proposed principles of residential development which allows for development to respond to its context with higher density development to the centre of the residential allocation, a green area in the centre and a countryside edge.

Policy NA3 also requires the provision of a burial ground which is indicated to the eastern boundary of the site but the final position will need to take into account the fact that vehicular access will be required and also the hydrological conditions. The parameters plan indicates the residential development will not exceed 2.5 storeys in height and the employment land will be limited to 2 storey.

The illustrative phasing and timing is shown on the illustrative phasing plan and is considered to be acceptable. It is anticipated that the development will take 8 years to complete.

The detailed design of each of the housing and commercial phases will be in subsequent reserved matters applications. The illustrative plans submitted in support of the application give an indication of where the development is to be located and this is in accordance with policy NA3 and is therefore acceptable at this stage.

### **Highways.**

The means of access to the site are the only details to be determined at this stage with the remainder of the application being in outline with further details to be submitted as reserved matters, including the proposed internal roads and parking for the residential and commercial as well as the new car park for the bowls club and facilities for the school the detail of which are still to be agreed. The application is supported by a Traffic Impact Assessment (TRA) which has considered all the highways issues relating to the application and has been assessed by Hampshire County Council (HCC) due to the strategic nature of the works. The TRA has been revised including the presentation of the traffic impact data, additional personal injury accident data, confirmation of a gross floor area for the employment zone of 10,814m<sup>2</sup> and additional traffic surveys as requested by HCC and is now considered to be acceptable.

The applicant is proposing various highways related development in accordance with the policy requirements of NA3 (LPP2).

The likely traffic distribution from the proposed development has been examined and shows that all affected junctions are operating well within capacity and will continue to do so. Whilst there will be a material increase in traffic on Nursery Road it is still within the capacity of the road and does not result in a severe impact on the operation of junctions at either end and so is acceptable.

Journey time data has been used to assess the likelihood of vehicles routing through the Alresford area and using the new A31 junction to reach destinations east and west on the A31. The journey times indicate that it is unlikely that the new junction would have an impact on the route choices of those who pass nearby to Alresford on their journey as alternate, existing routes exist that would be both quicker and shorter in

distance. It is therefore considered that the impact on the B3046 and Tichborne Down from traffic routing through to the new junction on the A31 would be minimal as traffic would use alternative routes.

A new roundabout is proposed on the A31 which will provide direct access to the employment part of the site and the realigned Sun Lane. The access to the A31 will be provided in advance of business uses being developed to accord with NA3.

Measures to improve pedestrian / cycle access from the site exist along Nursery Road and along a footpath leading from Sun Lane to the centre of Alresford. The developer is contributing £20,00 to allow HCC to make improvements to these two areas as required.

Traffic management is included in the S106 Service Delivery Management Plan and will include additional signage to discourage HGV's from using Sun Lane and directing them to the new roundabout onto the A31. Existing signs can also be improved / updated.

A new access to the school will be provided with a crossing point (location to be agreed) to allow children using the "Park and Stride" facility to cross the road safely. There will also be a new coach access to the school including full turning facilities. The land to the west of the realigned Sun Lane will be gifted to the school.

The zebra crossing facilities previously proposed have been amended to dropped kerbs with tactile paving. This is to be implemented on all arms of the residential roundabout to provide sufficient crossing points in the vicinity of the residential area and school.

As outlined within the Technical Note, the 'Park and Stride' location is to be moved further north along Sun Lane to account for the vertical alignment in the area. This does not form part of this application and will be covered in the legal agreement.

The new connection from Whitehill Lane to the proposed business park has not been demonstrated to be suitable as indicated on the current drawing but a suitable connection can be achieved to the business park within the constraints and consider the connection identified on the existing drawing to be indicative, with the final connection to be determined as part of a detailed design process .

The Travel Plan as submitted is not acceptable but submission of a suitable TP is required as part of the legal agreement and will be agreed prior to any development commencing on the site. Details of on site car parking and access will be determined at reserved matters stage but will be provided to standard as set out in the Design and Access Statement. These detailed matters will be assessed by the City Council's engineer as part of the reserved matters applications.

Hampshire County Council have assessed the Transport Assessment and Addendum and confirmed that they indicate that the traffic proposals and mitigation provided as part of the application are acceptable and that there will be no significant likely impacts as a result of the development. Traffic surveys have been undertaken and impacts based on the likely floor space of development have shown that the highways proposals are acceptable.

The highways proposals are acceptable, are in accordance with the provisions of policy NA3 (LPP2) and will not have adverse impacts on the highways network or road safety.

### **Impact on character of area and neighbouring property.**

The general impacts and suitability of developing this site were assessed during the local plan process when a Strategic Environmental Assessment was undertaken. The application has been supported by an ES which has considered impacts on the area and neighbours and concluded that no likely significant impacts are expected and that mitigation will be approved as part of the application.

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Strategic buffer planting is indicated illustratively on the submitted masterplan and shows that there is sufficient space on the site to provide a buffer to protect amenity. When details of the layout are established overlooking distances and impacts of built form on neighbours will be fully assessed.

The LVIA has established the areas where additional strategic planting is needed to protect views it will be conditioned and provided in year 1 of the development. It is considered that on this basis then the impact of the proposed development on the character of the area and neighbouring properties is acceptable.

### **Landscape/Trees.**

The location of the proposed development has been indicated on the master plan which accompanies the application. The residential and commercial developments have been located on the lowest areas of the site to lessen impacts and the high ground at the centre of the site is retained for open space which will not require built form which could be intrusive within the landscape. The landscape boundaries to the east and west of the site will be strengthened in accordance with Policy NA3 and will be done in the first year of the development which will allow them to establish early in the development.

The application was supported by a Landscape Visual Impact Assessment (LVIA) which has proven that the impact of the proposed development is being minimised by positioning the houses and business uses on the lower parts of the site (north and south) where they will have least impact.

In terms of the potential layout of the employment land area shown on the illustrative plans it is noted that it does not make the best of the landscape setting of the site and when the detailed plans come forward attention should be given to placing the buildings immediately adjacent to the open space rather than the car parking as this would create a better environment for future employees.

Whilst the housing layout is illustrative only it gives an indication that the numbers of houses proposed can be provided within the site. The layout and car parking court approach shown illustratively may require some revisions at reserved matter stages particularly because car parking courts are often under used and landscaping suffers as a result with cars being parked on landscaped areas which are more convenient to the houses. These issues will be resolved at reserved matter stage when the detail of this part of the development is known.

The illustrative layout also shows a significant belt of trees which would separate the housing development from the open space. It is recommended that this be revisited in the detailed design to ensure at least some over looking from houses to the open space in order to provide security and surveillance. These are all matters which are not set in the current outline application and are indicative only. The details will be agreed when the reserved matters applications are submitted.

The proposed strategic planting is indicated on the illustrative masterplan and will be provided in year 1 of the development to allow it to start to establish prior to built form being commenced. The existing boundaries are to be enhanced in accordance with the requirements of NA3 and this will include additional planting between the new junction with the A31 and the existing dwellings on Tichborne Down.

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The illustrative masterplan proposes a play area in a central open space within the development. It is suggested that this be an informal area to avoid noise conflicts with the surrounding houses. A larger equipped play area could be provided on the large area of open space in the centre of the site. The submission of a play strategy will be conditioned. The SUDS strategy will incorporate attractive features that will form part of the landscaping and enhance the appearance of the site.

There is a network of footpaths proposed over the site and through the open space which will link with existing off site footpaths and contribute to the local network. The provision of the proposed new public rights of way will be secured via the S106 agreement for the development.

The impact of the proposals on trees and landscape are acceptable as is the proposed landscape mitigation.

### **Ecology, protected species and HRA.**

The application site is close to several environmentally sensitive areas including the River Itchen and Alresford Pond Special Area for Conservation (SAC) and Site of Special Scientific Interest (SSSI). It is also in close proximity to the nationally designated landscape South Downs National Park (SDNP). The southern part of the site is within an area classified as Best Most Versatile land which is classified Grade 2 under the Agricultural Land Classification denoting soil quality as very good quality agricultural land. The northern and central parts of the site are Grade 3a – good quality agricultural land.

The application is supported by an Environmental Impact Assessment (EIA) and Habitats Regulations Assessment (HRA). The conclusions of these assessments which have been endorsed by Natural England are that likely significant effects on the interest features of the River Itchen SAC (a European protected site under the Conservation of Habitats and Species Regulations 2010 and 2017 (Habitats Regulations)) are unlikely to occur due to the design of the proposals, proposed mitigation measures and adherence to a Construction Environmental Management Plan (CEMP) that will reduce construction impacts on air and water quality. This means that there is no obligation on WCC to carry out an “Appropriate Assessment” under the Habitats Regulations which require an Appropriate Assessment to be carried out by a local planning authority before granting planning permission where a proposal, either alone or in combination, would be likely to have a significant effect on any European site.

The application is also supported by a Flood Risk Assessment and Drainage Strategy which proposes a design to manage surface water run-off that incorporates a number of sustainable drainage features.

The impacts of the proposed development on ecology have been assessed and appropriate mitigation agreed which will ensure that the ecological interest of the site is not damaged by the development and is therefore acceptable.

### **Protected Species**

Where developments affect European protected species (EPS), permission can be granted unless the development is likely to result in a breach of the EU Directive

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underpinning the Habitats Regulations and is unlikely to be granted an EPS licence from Natural England to allow the development to proceed under derogation from the law.

An EPS licence can only be granted if the development proposal is able to meet three tests:

1. The activity must be for imperative reasons of overriding public interest or for public health and safety
2. There must be no satisfactory alternative: and
3. Favourable conservation status of the species must be maintained.

In respect of this application the proposed development is considered to be imperative for reasons of overriding public interest as it is providing much needed housing including 40% affordable housing, employment land to replace that lost under policy NA2 on The Dean in Alresford which has now been largely redeveloped for housing and open space that will improve the amenities of Alresford.

There is no satisfactory alternative because the site is allocated in LPP2 and has been identified as being the most suitable and available site to provide this quantum of development required for Alresford.

The favourable conservation status of the species will be maintained through the package of mitigation which will be secured by legal agreement and conditions.

It is considered that the requirements of the derogation tests have been met. The impact of the proposed development on ecology is therefore considered to be acceptable.

### **Affordable Housing.**

Whilst the application is submitted in outline it is supported by an Affordable Housing Statement which explains how it is proposed to provide affordable housing as part of the proposed development.

The National Planning Policy Framework (NPPF) requires Local Authorities to plan for a sufficient number of home both market and affordable to meet the objectively assessed housing need in their area.

The application site has been allocated through LPP2 and policy NA3 will provide for up to 325 homes 40% of which will be affordable. The tenure split is proposed to be 70% affordable rent and 30% intermediate housing which is in accordance with policy. The proposed tenure split will enable the delivery of a variety of affordable housing tenures to a wide range of households in need of affordable housing, assisting with the creation of a balanced and sustainable community; this is particularly important on a site of this scale. The affordable housing is proposed in a range of 1, 2, 3, and 4 bedroom homes, with the majority to be provided as 2 and 3 bedroom accommodation.

The affordable dwellings will also be compliant with the Nationally Described Space Standards and policy DM2.

The affordable housing proposals put forward as part of the outline application are in accordance with National and local plan policy and therefore are acceptable in principle. The provision and retention of affordable housing will have to be covered in the S106 agreement which will form part of the outline planning permission and will ensure that provision is in accordance with the Affordable Housing Statement. The principle of the affordable housing offer is therefore acceptable.

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### **Recommendation:**

That planning permission be GRANTED subject to a s106 Legal Agreement (the terms of which are to be approved by the Legal Services Manager)

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

### **Planning Obligations/Agreements (Heads of Terms) to secure financial contributions and the following:**

1. Delivery of the new roundabout on the A31 as indicated on Icení drawing number 16-T081 02 dated 13/7/16 and 16-T081 23 rev A dated 27/9/17 via a S278 agreement with Hampshire County Council to be delivered prior to any other development on site.
2. Delivery of the realigned Sun Lane and provision of a new school access, with full facilities for turning coaches as indicated on Pell Frischmann drawing 16-T081-002 Rev A dated 8/2/18 via a S278 agreement and details of how the long term arrangements for the new school access on land to the west of the re-aligned Sun Lane will be delivered and secured.
3. Details of delivery and position of a crossing point to allow school children to cross Sun Lane when utilising the “park and stride” facility to be agreed with Hampshire County Council.
4. Delivery of a new roundabout to access the residential development, to include for pedestrian provision as indicated on Pell Frischmann drawing 16-T081-002 Rev A dated 8/2/18 via a S278 agreement.
5. Provision of a realigned Sun Lane, gateway access into the proposed business park from Sun Lane, internal roads of the business park and new connection and stopping up of Whitehill Lane as indicated on Icení drawing number 16-T081 30 dated 14/2/18 and 16-T081 25 Rev B dated 3/11/17 via a S278 agreement. As the revised connection to Whitehill Lane from the new business park is indicative, the final realignment will need to be addressed as part of the S278 process.
6. Implementation of both a Residential Travel Plan and workplace travel plan.
7. Payment of the Travel Plan approval and monitoring fees, and provision of a surety mechanism to ensure implementation of both Travel Plans.
8. A contribution of £20,000 for improvement to pedestrian facilities between the site and the centre of Alresford to be paid to Hampshire County Council prior to commencement on site.
9. Submission of a Service Delivery Management Plan which should also include measures to prevent any employment zone associated HGV traffic from heading north out of the employment zone.
10. Appropriate signing to restrict HGV's to be placed on surrounding roads details to be agreed with HCC as part of a S278 agreement.
11. Adherence to the illustrative masterplan, parameters plan and phasing plan.
12. Requirements to provide, lay out and maintain in perpetuity the on-site open space of approximately 16.84 hectares as shown on the Framework masterplan including the necessary commuted payments;
13. Securing the amount, type and tenure of affordable housing required by policy CP3; 40% affordable housing provided on site 70/30 split between affordable rent and a form of intermediate tenure possible incorporating starter homes. Adherence to AH strategy.

14. Connection to / upgrading of the sewerage network at a suitable point, in consultation with Southern Water, and measures for protecting the Groundwater Protection Zone;
15. A financial contribution of £1,780,768 to HCC for the expansion of the Sun Hill Infants and Junior Schools, including details of the scale and timing of any works or financial contributions;
16. The provision of land for use as a burial ground as indicated on the framework masterplan and details/ arrangements for long term maintenance of the burial ground
17. Safeguarding of land for use as a car park for the bowls club as shown on the framework masterplan.
18. Submission of a play strategy for the site.
19. Securing public rights of way in perpetuity over the site as shown on the framework masterplan.
20. Submission of a SuDs strategy including future maintenance.
21. Provision of Park and Stride for the school in a location to be agreed by HCC and arrangements for its maintenance to be agreed.
22. Developer is required to build the residential access, roundabout, realigned sun lane adjacent to the school, connection to sun lane from the business park, business park roads including connection to White Hill Lane and the new A31 junction to adoptable standards. The above to be offered for adoption with necessary land being dedicated as highway.

The Local Planning Authority has had regard to the tests laid down in para 204 of the NPPF which requires the obligations to be necessary; relevant to planning; directly related to the proposed development; fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects.

- **and subject to the following conditions and informatives (with authority being delegated to the Head of Development Management in consultation with the Chairman to review and update the conditions prior to issue of the planning permission hereby approved):**

#### **Conditions and reasons;**

01 The development hereby permitted shall be begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall begin before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

01 Reason: To comply with the provisions of Section 92(2) of the Town and Country Planning Act 1990 (as amended).

#### **Reserved Matters**

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02 Plans and particulars showing the detailed proposals for all the following aspects of the development (hereinafter called "the reserved and other matters") shall be submitted to and approved in writing by the Local Planning Authority before any development is commenced.

The approved details shall be carried out as approved and fully implemented before the building(s) is/are occupied.

Reserved and other Matters:

03 The layout including the positions and widths of roads and footpaths.

03 The details of materials/treatment to be used for hard surfacing.

03 The layout of foul sewers and surface water drains.

03 The manner of treatment of any existing water courses and ditches.

03 The provision to be made for the parking, turning, loading and unloading of vehicles.

03 The alignment, height and materials of all walls and fences and other means of enclosure.

03 The provision to be made for the storage and disposal of refuse.

03 The finished levels, above ordnance datum, of the ground floor of the proposed building(s), and their relationship to the levels of any existing adjoining buildings.

03 Details of the siting, external appearance and materials to be used for any statutory undertakers or service providers equipment such as electricity sub-stations, gas governors, telecommunication cabinets.

03 The provision to be made for street lighting.

03 The provision to be made for contractors vehicles parking and plant, storage of building materials and any excavated materials, huts and all working areas.

03 The design of all buildings, plant and tanks, including the colour and texture of external materials to be used together with samples of all external facing and roofing materials.

03 Landscape considerations including:

(i) an accurate plan showing the position, type and spread of all the 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 each tree to a satisfactory condition; and also details of any proposals for the felling, pruning, trimming or uprooting of any trees;

(ii) a landscape scheme showing the planting proposed to be undertaken, the means of forming enclosures, the materials to be used for paved and hard surfaces and the finished levels in relation to existing levels;

(iii) the arrangements to be made for the future maintenance of landscaped and other open areas.

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

**Pre commencement conditions;**

04 Prior to any work commencing on site, details of a scheme for protecting the proposed dwelling from external noise shall be submitted, and approved in writing by the Local Planning Authority. Such a scheme shall ensure that, upon completion of the development, the following noise criteria (as recommended in BS8233:2014) shall be met:

i. all bedrooms shall achieve an 8-hour LAeq (23:00 to 07:00) of 30dB(A)

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- ii. all living rooms and bedrooms shall achieve a 16-hour LAeq (07:00 to 23:00) of 35dB(A)
- iii. all private amenity spaces shall achieve a 16-hour LAeq (07:00 to 23:00) of 55dB(A)

04 Reason To ensure that acceptable noise levels within the dwellings and the curtilages of the dwellings are not exceeded.

05 Prior to work commencing on the site, including demolition, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include the following details:

- Development contacts, roles and responsibilities
- construction traffic routes,
- programme for construction
- measures to avoid or mitigate impacts on species and habitats.
- Public communication strategy, including a complaints procedure.
- Dust suppression, mitigation and avoidance measures.
- Noise reduction measures, including use of acoustic screens and enclosures, the type of equipment to be used and their hours of operation.
- Use of fences and barriers to protect adjacent land, footpaths and highways.
- Details of parking and traffic management measures.
- Avoidance of light spill and glare from any floodlighting
- Pest Control
- Chemical and/or fuel run-off
- Waste disposal;
- Storage of materials/chemicals;
- Increased light disturbance to species (including after daylight hours)
- Protection of BMV land (see below for more information)
- Soil Resource Plan to inform soil management;
- Toolbox talks to staff;
- Storage of materials or equipment should occur on dedicated construction sites only to avoid soil compaction;
- Appropriate storage of fuel and chemicals to avoid spillages;
- Erection of protective fencing or barrier tape and exclusion signs along the boundaries between construction and open space areas of the site to protect these soils from construction activities and avoid indiscriminate vehicle movements
- Details of the provisions to be made for the parking and turning on site of operatives and construction vehicles
- Details of measures to be taken to prevent mud from vehicles leaving the site during construction works and being deposited on the public highway.

Once approved, the CEMP should be adhered to at all times, unless otherwise first agreed in writing with the Local Planning Authority

The approved measures shall be retained throughout the construction period.

Note to applicant: Further information and guidance for developers on the bullet points above can be found on the Winchester City Council website:

<http://www.winchester.gov.uk/environment/pollution/construction-sites/>

05 Reason: To ensure that all demolition and construction work in relation to the application does not cause materially harmful effects on nearby land, properties and businesses and to ensure the protection of ecology and in the interests of highways safety.

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06 Prior to the commencement of the development hereby permitted (or within such extended period as may be agreed with the Local Planning Authority), a scheme to deal with contamination shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall conform to current guidance and best practice as set out in BS10175:2001 Investigation of potentially contaminated sites - code of practice and Contaminated Land Reports 7 to 11, or other supplementary guidance and include the following phases, unless identified as unnecessary by the preceding stage and agreed in writing by the LPA:

- a) A desk top study and conceptual model documenting all the previous and existing land uses of the site and adjacent land;
- b) A site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study;
- c) A remedial strategy detailing the measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include nomination of a suitably qualified person to oversee the implementation of the works.

06 Reason: In order to secure satisfactory development and in the interests of the safety and amenity of the future occupants.

07 No development or any works of site preparation shall take place until the applicant or their agents or successors in title have implemented of a programme of archaeological mitigation works, in accordance with a Written Scheme of Investigation that has been submitted to and approved by the local planning authority in writing. No development or site preparation shall take place other than in accordance with the Written Scheme of Investigation approved by the LPA. The Written Scheme of Investigation shall include:

- The programme and methodology of site investigation and recording
- Provision for post investigation assessment, reporting and dissemination
- Provision to be made for deposition of the analysis and records of the site investigation
- (archive)
- Nomination of a competent person or persons/organisation to undertake the works set
- out within the Written Scheme of Investigation.

07 REASON: To mitigate the effect of the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for future generations

Policy DM26 Winchester District Local Plan Part 2; Policy CP20 of the Winchester District Joint Core Strategy

08 Prior to any works commencing on site a Biodiversity Mitigation and Enhancement Plan (BMEP) shall be submitted to and approved in writing by the local planning authority.

The BEMP shall include the following;

- the planting of woodland features and native hedgerows
- Use of native wildflower seed mixes which encourage wildlife
- incorporation of bat and bird boxes

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- the addition of features such as log piles for reptiles and amphibians
- the long term management for the white Helleborine population.

08 Reason: To ensure that the biodiversity interest on the site are maintained and enhanced.

09 Prior to any development commencing on site a drainage strategy detailing the proposed means of foul disposal and an implementation timetable shall be submitted to and approved in writing by the local planning authority in consultation with the sewerage undertaker. The development shall be carried out in accordance with the approved scheme and timetable.

09 Reason: To ensure that the site is adequately drained in the interests of the amenities of the area.

10 Prior to the commencement of any work on site a plan showing the species and location of all of the trees to be retained and measures to protect them from damage during construction shall be submitted to and approved in writing by the local planning authority. The protection measures shall be retained for the full construction period.

10 Reason: To ensure that the trees to be retained are not damaged during construction in the interests of the amenities of the area.

11 The new roundabout on the A31 hereby approved shall be completed prior to any other development on the site. The access from the new roundabout is to be used for all construction traffic for the remainder of the site.

11 Reason: To comply with the requirements of the local plan examination and reduce the impact of construction traffic.

**During construction:**

12 Development shall cease on site if, during any stage of the works, potential contamination is encountered which has not been previously identified, unless otherwise agreed in writing with the Local Planning Authority. Works shall not recommence before an assessment of the potential contamination has been undertaken and details of the findings along with details of any remedial action required (including timing provision for implementation), has been submitted to and approved in writing by the Local Planning Authority. The development shall not be completed other than in accordance with the approved details.

12 Reason: In order to secure satisfactory development and in the interests of the safety and amenity of future occupants.

13 Development shall cease on site if, during any stage of the works, unexpected ground conditions or materials which suggest potential contamination are encountered, unless otherwise agreed in writing with the Local Planning Authority. Works shall not recommence before a site assessment has been undertaken and details of the findings along with details of any remedial action required (including timing provision for implementation), has been submitted to and approved in writing by the Local Planning Authority. The development shall not be completed other than in accordance with the approved details.

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NB – potentially contaminated ground conditions include infilled ground, visual evidence of contamination or materials with an unusual odour or appearance.

13 Reason: In order to secure satisfactory development and in the interests of the safety and amenity of future occupants.

14 Following completion of archaeological fieldwork, within 9 months (unless otherwise agreed in writing) a report will be produced in accordance with an approved programme including where appropriate post-excavation assessment, specialist analysis and reports and publication. The report shall be submitted to and approved by the local authority.

14 REASON: To ensure that evidence from the historic environment contributing to our knowledge and understanding of our past is captured and made publicly available. Policy DM26 Winchester District Local Plan Part 2; Policy CP20 of the Winchester District Joint Core Strategy.

**Prior to occupation:**

15 A noise validation report, demonstrating compliance with these noise criteria, shall be submitted to and approved by the Local Planning Authority before any dwelling is occupied.

This assessment shall be conducted with windows open for ventilation, unless mechanical ventilation has been provided, in which case these tests shall be performed with such mechanical ventilation running. Such noise protection measures shall thereafter be maintained and operated in accordance with the approved scheme.

15 Reason: To ensure that acceptable noise levels within the dwellings and the curtilages of the dwellings are not exceeded.

16 Prior to the occupation of the development hereby permitted, written verification produced by the suitably qualified person approved under the provision of E110c) shall be submitted to and approved in writing by the Local Planning Authority. The report must demonstrate that the remedial strategy approved under the provisions of conditions E110c) has been implemented fully, unless varied with the written agreement of the Local Planning Authority in advance.

16 Reason: In order to secure satisfactory development and in the interests of the safety and amenity of future occupants.

17 Each phase of the development hereby permitted shall not be occupied or brought into use until the archaeological site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition 15 and that provision for analysis, publication and dissemination of results and archive deposition has been secured.

17 REASON: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with the National Planning Policy Framework and in accordance with DM26 Winchester District Local Plan Part 2; Policy CP20 of the Winchester District Joint Core Strategy.

18 The connection from Sun Lane to the new A31 roundabout, the Sun Lane residential access roundabout and new school access as indicated on plan reference Icen drawing number 16-T081 30 dated 14/2/18 and 16-T081 25 Rev B dated 3/11/17 shall be provided prior to occupation of any residential dwellings. Access to the school shall be maintained at all times during construction.

18 Reason: In the interests of highways safety and to provide a suitable access.

19 The new connection from Whitehill Lane to the business park as indicated on plan reference Icen drawing number 16-T081 30 dated 14/2/18 and 16-T081 25 Rev B dated 3/11/17 shall be provided prior to occupation of any residential dwellings or occupation of the business park.

19 Reason: In the interests of highways safety and to provide a suitable access.

**Prior to installation:**

20 Before telecommunications/air conditioning/refrigeration/compressing equipment is installed and operated on the premises, a full acoustic report (with a scheme of attenuation measures) shall be submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed and maintained in accordance with the approved scheme.

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

**General restrictions Employment land:**

21 No machinery shall be operated, no process shall be carried out and no deliveries taken at or dispatched from the site except between the hours of 0800 and 1800 Monday to Friday and 0800 and 1300 on Saturdays and at no time on Sundays and recognised public holidays, unless otherwise agreed in writing by the Local Planning Authority.

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

22 No works, storage or operations shall take place outside the B1, B2 and B8 use class buildings.

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

23 No materials shall be burnt on site at any time during the construction period.

23 Reason: To protect the amenity of occupiers of nearby premises and in the interest of public health.

24 No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

24 To reduce surface water infiltration from the proposed sustainable drainage system (SuDS) leading to pollution of controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is within Source Protection Zone 1 and is located upon a Principal aquifer.

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25 The proposed development shall be carried out in accordance with the details in the following documents and plans submitted in support of the application and hereby approved;

- An Environmental Statement prepared in accordance with the Environmental Impact Regulations 2017;
- Plans including an illustrative Masterplan, Parameters Plan and Phasing Plan and detailed junction drawings;
- Planning Statement;
- Design & Access Statement;
- Air Quality Assessment;
- Affordable Housing Statement;
- Arboricultural Impact Assessment;
- Archaeological Report;
- Construction Method Statement;
- Development Timetable;
- Ecological Report;
- Economic and Employment Report;
- Habitat Regulations Assessment;
- Lighting Assessment;
- Noise and Vibration Assessment;
- Open Space Assessment;
- Outline Construction Environmental Management Plan;
- Site Waste Management Plan;
- Transport Assessment and Draft Travel Plan;
- Landscape and Visual Impact Assessment (Contained within the Environmental Statement);
- Heritage Impact Assessment;
- Utilities Statement;
- Flood Risk Assessment and Drainage Strategy;

25 Reason: For the avoidance of doubt and to ensure that the development is completed in accordance with the plans and mitigation proposed in the supporting documents in the interests of the amenities of the area, existing residents and future occupiers of the site.

26 No lighting above 10 lux or above 500 lumens shall be provided on the site without the prior written consent of the local planning authority.

26 Reason: To ensure that the area and in particular the South Downs National Park is not adversely affected by light spill detrimental to the character and amenities of the area and Dark Skies Reserve and biodiversity interests in the locality.

**Informatives:**

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

- offering a pre-application advice service and,

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- updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this instance the applicant was updated of any issues after the initial site visit.

02. This permission is granted for the following reasons:

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

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

Local Plan Part 1 - Joint Core Strategy: DS1 - Development Strategy and Principles adopted March 2013.

MTRA1 - Development Strategy for Market Towns and Rural Area

MTRA2 - Market Towns and Larger Villages

MTRA4 - Development in the Countryside

CP1 - Housing Provision

CP2 - Housing Mix

CP3 - Affordable Housing

CP6 - Local Facilities and Services

CP7 - Open Space, Sport & Recreation

CP8 - Economic Growth

CP10 - Transport

CP11 - Sustainable Low and Zero Carbon Built Development

CP13 - High Quality Design

CP14 - Effective Uses of Land

CP15 - Green Infrastructure

CP16 - Biodiversity

CP17 - Flooding

CP20 - Heritage and Landscape Character

CP21 - Infrastructure and Community Benefit

Local Plan Part 2 - Joint Core Strategy: Development Management and Site Allocations: Adopted April 2017.

NA3 - Sun Lane Mixed Use Allocation

DM2 - Dwelling Sizes

DM6 - Open Space Provision

DM15 - Local Distinctiveness

DM16 - Site Design Criteria

DM17 - Site Development Principles

DM18 - Access and Parking

DM26 - Archaeology

Hampshire Minerals and Waste Plan:

The application site lies outside the Minerals Safeguarding Area as identified in the Minerals and Waste Plan.

National Planning Policy Framework:

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The NPPF promotes a presumption in favour of sustainable development, but substantial weight should be given to Local Plan policies where the Council can show an adequate and up to date supply of housing land (NPPF paragraph 49). The Council is currently able to demonstrate a 5-year supply of housing land (including a 5% 'buffer'), and the other requirements of paragraph 47 (objectively assessed need, land supply, etc) are satisfied. NPPF paragraph 14 is clear that the presumption in favour of sustainable development relates to proposals that accord with the development plan. As LPP1 and LPP2 are relevant and up to date, the final bullet point of paragraph 14 does not apply.

The Alresford Town Design Statement was adopted as a Supplementary Planning Document in 2008 and is a material consideration. SPDs have also been adopted in relation to Affordable Housing, Residential Parking Standards, and High Quality Places, which are also material planning considerations.

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

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

06 Within each development phase archaeological works should be planned and completed to avoid conflict with other intrusive site preparation or enabling works (e.g. for ecological mitigation, highways works, service and other infrastructure works etc). Archaeological mitigation work secured under condition 15 should include any off-site works, (e.g. for the Rising Main - Aksward Construction Consultants, Jan 17, Utilities Assessment. Ref. S128068).

07 The applicant/developer should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. The applicant/developer should contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk) in order to progress the required infrastructure.

08 A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk). Any works within highway/ access road will require to protect public apparatus and the protection details need to be submitted to, and approved by Southern Water under NRSWA enquiry.

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

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

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

The name of the planning officer who dealt with application

The application case number

Your contact details

The appropriate fee.

Further information, application forms and guidance can be found on the Council's website [www.winchester.gov.uk](http://www.winchester.gov.uk).