

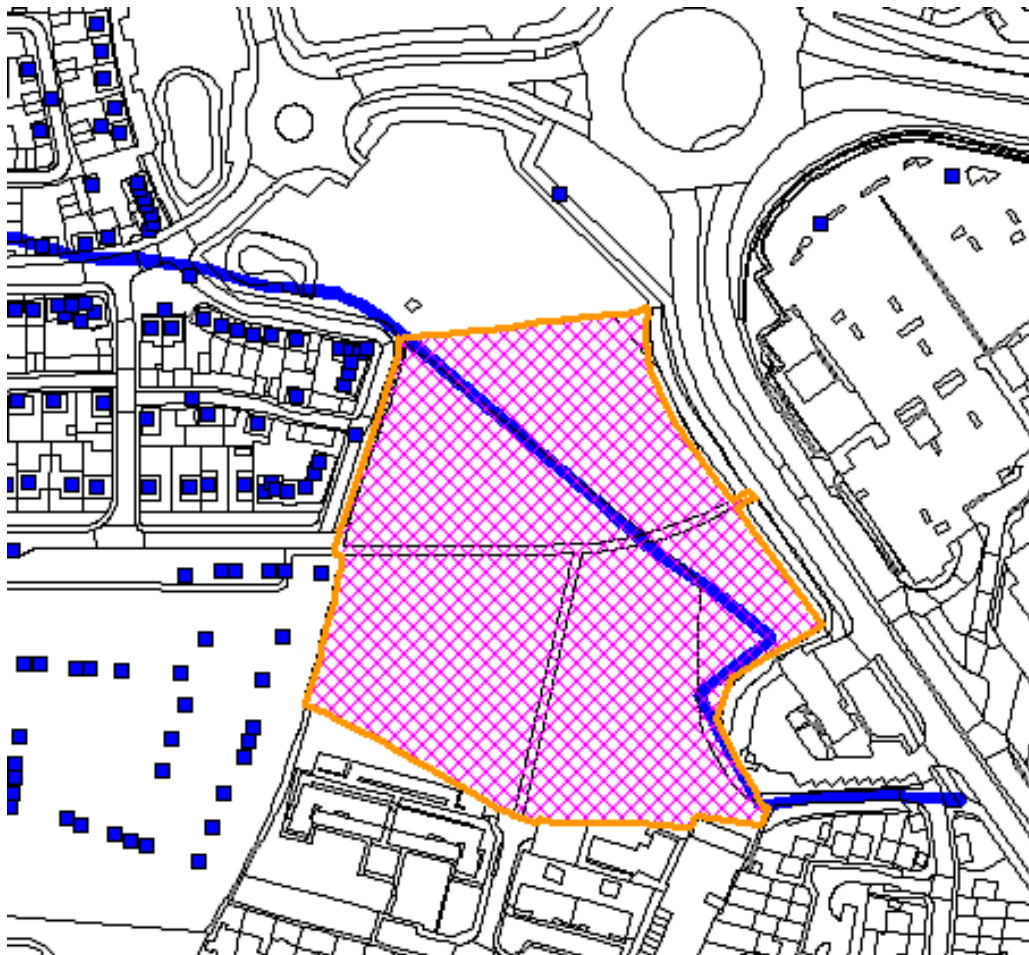
WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Case No: 23/01457/OUT
Proposal Description: Outline application for residential development up to 69 dwellings with access in detail. All other matters reserved. (amended Plans Submitted, amended description)
Address: Land Adjacent Laxton Leaze Waterlooville Hampshire
Parish: Newlands
Applicants Name: West Waterlooville Developments (Grainger PLC) LTD
Case Officer: Rose Chapman
Date Valid: 26 May 2023
Recommendation: Permit
Pre Application Advice No

Link to Planning Documents

Link to page – enter in reference number 23/01457/OUT

<https://planningapps.winchester.gov.uk/online-applications/search.do?action=simple>



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Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Reasons for Recommendation

The development is recommended for permission as it is considered that the proposal would not result in harm to highways users in accordance with policies T1, T2 and T3 of the Local Plan.

General Comments

The application is reported to Committee due to the number of objections received contrary to the Officer's recommendation.

Amendments to Plans Negotiated

Amendments have been submitted in August 2024 in regard to:

- Highways details
- Ecology
- Number of dwellings proposed
- Illustrative master plan
- Parameter plans
- Drainage details

These details were re-advertised for 21 days.

Further Highways details were submitted in October 2025. As these were considered to be relating to technical details only, these were not readvertised.

Following further consultation with the Highways Authority, a final set of plans was submitted to reflect what had been agreed with the Highways Authority. This included:

- Amended illustrative masterplan
- Movement parameter plan
- Design and Access statement

These changes remove the emergency vehicle access as it was not required in Highways safety terms. The plans revert this access to a foot/cycle path.

Site Description

The application site is mostly located within Havant Borough Council with approximately 600sqm located within the Winchester area. The area within Winchester District is given over to mature trees and hedges which are mostly to be retained. There is an existing ditch within this area.

The site is allocated for development within the Havant Local Plan for mixed uses and has been highlighted as within the redevelopment area of Waterlooville.

The site is open green space with a Public Right of Way (PROW) (Havant 11) cutting across the site from NW to SE before skirting around the fire station. There is also a connecting footpath that was installed as part of the West of Waterlooville Major

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Development Area (MDA) development adjacent to the site. This path connects Laxton Leaze with Maurepas Way (A3) and Forest End.

The area to the west and north of the site is Allocated within Winchester as a Major Development Area (SH1) which is partially complete. To the south lies residential areas and an employment allocation under the Havant Local Plan. To the east is the Waterlooville town centre.

Proposal

The application is in outline for approximately 69 dwellings with all matters reserved except for access. The proposed access is proposed to be off Laxton Leaze with a secondary, emergency access proposed off Ellisons Crescent/Peasgood Lane and a pedestrian access from Peasgood Lane (following the PROW).

The Illustrative masterplan also shows public open space, play areas and planting.

This is a joint planning application with Havant Borough Council (HBC ref: APP/23/00471).

The site itself is located outside of the MDA and therefore the application does not need to be referred to the joint Planning Committee.

Relevant Planning History

10/02862/OUT - Outline application for the development of approx 2,550 no. dwellings including the construction of a new access from Ladybridge Roundabout, Milk Lane and completion of Maurepas Way access, a local centre (comprising retail, community building, land for healthcare, land for elderly care) public house, land for 2 primary schools, land for a nursery, land for employment uses, associated amenity space along with substantial green infrastructure, SuDS, land for allotments, main pumping station, land for cemetery, restoration of River Wallington, together with landscape structure planting (Matters for Approval Access only) Full planning application for the development of Phase 1 comprising 194 no. dwellings, internal roads, garages, driveways, pathways, boundary treatment, substation, pedestrian/cycleways, including to Maurepas Way, associated parking spaces, flood attenuation ponds, temporary play provision, associated amenity space and hard and soft landscape works. Full planning for engineering operations associated with infrastructure requirements and service provision for the detailed Phase 1 application, the temporary closure of Havant footpath No.11 and Southwick and Widley footpath No.30 with suitable alternative route provided. (THIS APPLICATION MAY AFFECT THE SETTING OF A PUBLIC RIGHT OF WAY) – application permitted 30.03.2012

Consultations

Service Lead – Built Environment (Urban Designer) –

- No objection subject to conditions.

Service Lead – Sustainability and Natural Environment (Ecology) –

- Concerns raised.

Service Lead – Sustainability and Natural Environment (Landscape) –

- No objection subject to conditions

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Service Lead – Sustainability and Natural Environment (Trees) –

- No objection subject to conditions

Hampshire County Council (Rights of Way) –

- No objection subject to conditions and obligations

Hampshire County Council (Flood Authority) –

- No objection subject to conditions

Hampshire County Council (Highway Authority) –

- No objection subject to conditions and obligations

Natural England -

- None received

Southern Water -

- None received

Representations:

Newlands Parish Council:

Please could this application be considered by members of the Joint Planning committee.

Request for application to be considered by Committee:

The Parish Council of Newlands wishes to raise a CONSIDERED OBJECTION to the application. The council feels this is application is a prime example of a matter which must be considered by the Joint Planning Committee. This is because both authorities (WCC/HBC) are affected by the application. The Parish council also wishes to OBJECT due to the problems which the increased amount of traffic will cause, especially effecting Laxton Leaze, where parking will also become increasing difficult. Impact will also be felt on the surrounding roads, including increased traffic to the already heavily used, Asda roundabout.

*Please could a meeting of the Joint Planning committee be convened at the earliest convenience. Please note copy of these comments will also be sent to the planning dept at Havant Borough Council.

18 Objecting Representations received from different addresses citing the following material planning reasons:

- Construction Impacts
- Not part of the MDA
- Loss of light
- Proposal is too dense
- Not in keeping with Berewood design
- Over development
- Loss of green space
- Lack of parking
- Would result in antisocial behaviour
- Increase carbon emissions

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

- Nutrient neutrality
- Inadequate drainage
- Increase in traffic
- Proposed access point is onto an unadopted road
- Lack of infrastructure
- Impact on ecology
- Noise impacts
- Alternative access should be considered
- Lack of pedestrian provisions
- Highway is not capable of accommodating increased traffic.

Relevant Development Plan Documents and Policies

Winchester District Local Plan 2020 – 2040

SP1 – Vision and Objectives

SP2 – Spatial Strategy and Development Principles

SP3 – Development in the Countryside

CN1 – Mitigating and adapting to climate change

CN2 – Energy Hierarchy

CN3 – Energy efficiency standards to reduce carbon emissions

CN4 – Water efficiency standards in new development

D1 – High Quality, well designed and inclusive places

D3 – Design Principles for South Hampshire Urban Areas

D5 – Masterplans

D7 – Development Standards

D9 – Impact of over heating

T1 – Sustainable and Active Transport and Travel

T2 – Parking for New Development

T3 – Promoting sustainable travel modes of transport and the design and layout of parking for new developments

T4 – Access for new developments

NE1 – Protecting and enhancing Biodiversity and the Natural Environment in the district

NE3 – Open Space, Sport and Recreation

NE4 – Green and Blue infrastructure

NE5 – Biodiversity

NE6 – Flooding and Flood Risk

NE11 – Open Space Provision for New Developments

NE16 – Nutrient Neutrality Water Quality Effects on the Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites of the Solent and the River Itchen

HE1 – Historic Environment

HE2 – All heritage assets

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

- HE7 – Non- Designated archaeological assets
- H1 – Housing Provision
- H3 – Spatial Housing Distribution
- H4 – Development within Settlements
- H5 – Meeting housing needs
- H6 – Affordable housing

Other Relevant Government Planning Policy and Guidance

National Planning Policy Framework (NPPF)

- 2. Achieving sustainable development
- 4. Decision-making
- 5. Delivering a sufficient supply of homes
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment

National Planning Practice Guidance (NPPG)

- Air quality
- Appropriate assessment
- Climate change
- Community Infrastructure Levy
- Consultation and pre-decision matters
- Design: process and tools
- Determining a planning application
- Effective use of land
- Flood risk and coastal change
- Healthy and safe communities
- Housing supply and delivery
- Natural environment
- Noise
- Open space, sports and recreation facilities, public rights of way and local green space
- Planning obligations
- Transport evidence bases in plan making and decision taking
- Travel Plans, Transport Assessments and Statements
- Use of planning conditions

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

- Viability
- Waste
- Water supply, wastewater and water quality

Supplementary Planning Document

National Design Guide 2019
High Quality Places 2015
Residential Parking Standards 2009
Affordable Housing SPD February 2008 with amendment 2012.

Other relevant documents

Climate Emergency Declaration, Carbon Neutrality Action Plan 2020-2023.
Nature Emergency Declaration.
Statement of Community Involvement 2018 and 2020
Landscape Character Assessment March 2004 and emerging LCA December 2021
Biodiversity Action Plan 2021
Waste Management Guidelines and Bin Arrangements
Position Statement on Nitrate Neutral Development – February 2020

Planning Considerations

Principle of development

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 and paragraph 48 of the National Planning Policy Framework (NPPF) require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

The site is allocated within the Havant Borough Council Local Allocations Plan 2014 policy W135 for a mix of uses with the following requirements:

- Vehicular access to be provided through the Berewood Major Development Area(MDA) or through a satisfactory link to Maurepas Way
- Provide a high-quality design in keeping with the design proposals set out in the Waterlooville Town Centre Urban Design Framework SPD
- Provide appropriate integration with the town centre and the MDA as set out in Policy CS18 of the Core Strategy
- Heritage Statement, of an appropriate level of detail, to support planning application
- Employment and Skills Plan to support planning application
- Investigate ground, noise and air quality issues as part of a planning application
- Southern Water request connection to the sewerage system at the nearest point of adequate capacity

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

- Appropriate easement from existing sewage/waste infrastructure

The site is also allocated within the Havant Borough Council emerging Local Plan for housing only. However, this document is in the early stages and therefore carries little weight at this time.

The proposed access is located off Laxton Leaze and connecting roads within the Waterlooville MDA. The extent of the development within Winchester comprises widening the existing access off Laxton Leaze and making this into a vehicle and pedestrian/cycle access and widening the access to the Newlands 730/Havant 11 Public Right of Way (PROW) to allow pedestrians and cyclists to use it.

As such, the principal of development is considered to be acceptable.

Assessment under 2017 EIA Regulations.

The development does not fall under Schedule I or Schedule II of the 2017 Environmental Impact Assessment Regulations; therefore an Environmental Impact Assessment is not required.

Impact on character and appearance of area

The application site is located within an urban area; however, it is currently given over to scrub plants and self-seeded trees. The existing footpath is well-used as a connection for residents of the MDA to access Waterlooville facilities.

As the application is in outline form, there is a limited amount of assessment that can be undertaken as the majority of detailed design apart from access would be considered under reserved matters.

Notwithstanding this, Parameter Plans and an Illustrative Masterplan has been submitted for consideration. A Land Use Plan, Movement Plan, Building Heights Plan and Green Infrastructure Plan have been submitted to help guide the application and any forthcoming reserved matters applications. These are considered in turn below:

Land Use Plan:

This plan shows the developable area of the site, indicating that approximately 1.2ha of the 1.96ha available could be used for residential development. It is noted that the Havant policy is for a mixed-use scheme and the site is located within the redevelopment area for Waterlooville. This is primarily a matter for Havant Borough Council (HBC) to assess however, it is noted that no concerns have been raised by the HBC policy team and the HBC emerging Local Plan has allocated the site for residential only to reflect the current application. As such, it is considered that the lack of retail and leisure uses within the proposal is considered to be acceptable.

This plan also highlights informal open space, drainage and ecological areas that are assessed further under the relevant headings below.

Within the Winchester area there is an existing ditch which is proposed to be retained and therefore no change is proposed outside of the accesses proposed.

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Movement Plan:

This plan presents the illustrative internal layout of principle roads and foot/cycle paths within the site. It also shows the existing permissive path from Laxton Leaze to Maurepas Way and Forest gate. The plan identifies the main access for consideration. The plan shows the possible sustainable links to facilities outside the site. The site would not create any additional openings in the existing tree and hedgerows along the boundaries. It is acknowledged that the existing openings will require widening to accommodate development, however, given that the character of the surrounding area is urban with a mix of residential and commercial, it is considered that these works would not be so harmful as to warrant a reason for refusal.

Further highways considerations are discussed under the sustainable transport section.

Green Infrastructure Plan:

This plan complements the Land Uses Plan showing the illustrative layout of green spaces within the site including the attenuation pond and ecological areas. The plan indicates that approximately 0.7ha would be given over to green space.

Within the Winchester area this is almost wholly given over to existing drainage systems.

Building Heights Plan:

This plan gives an illustrative view of how high development could be. Indicatively, taller buildings, up to 16m in height (4 storeys), have been focused within the eastern part of the site, closer to Maurepas Way and Waterloo facilities. Middling height buildings, up to 12 meters (3 storeys) are proposed within the western part of the site to reflect Peasgood Lane, and lower forms of development, up to 10.5m, are proposed to the south of the site closer to Forest Gate.

It is considered that the taller forms of development would be placed to the outer edge with lower forms of development focused where there is existing residential development. This would reflect the existing form of development and therefore is considered to be acceptable.

Overall, the proposal has presented sufficient information to indicate that the proposed level of development could be accommodated on the site. It is considered appropriate to condition details of siting, appearance, layout, mass and materials (condition 2).

Development affecting the South Downs National Park

The application site is located 3.8km from the South Downs National Park.

Government policy relating to National Parks is set out in English National Parks and the Broads: UK Government Vision and Circular 2010 and the NPPF. The Circular and NPPF confirm that National Parks have the highest status of protection, and the NPPF states at paragraph 189 that great weight should be given to conserving and

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

enhancing landscape and scenic beauty in national parks and that the conservation and enhancement of wildlife and cultural heritage are also important considerations and should be given great weight in National Parks.

Due to the distance and intervening features, an adverse impact on the National Park and its statutory purposes is not identified.

In conclusion therefore, the development will not affect any land within the National Park and is in accordance with Section 11a of the National Parks and Access to the Countryside Act 1949.

Historic Environment

No Impact, the works do not affect a statutory Listed building or structure including setting; Conservation Areas, Archaeology or Non-designated Heritage Assets including setting.

Neighbouring amenity

The application site is located adjacent to the Berewood MDA within the Winchester District, and Duncan Cooper House within the Havant Borough area. Concerns have been raised in regard to overshadowing of dwellings along Peasgood Lane and Laxton Leaze.

The proposal is in outline form and therefore details of layout and scale of buildings and other features have not been submitted for detailed consideration at this time. As such, it is not possible to consider such impacts. Notwithstanding this, the submitted plans have indicated that the existing ditch along the eastern side of Peasgood Lane would be retained, creating a modest buffer between the existing residential properties and the proposed. The Illustrative Masterplan and Land Use Plan indicate that there would be a minimum of 13m between the existing and the proposed built form.

It is therefore considered appropriate to condition details of any structures that would be incorporated into the site as part of the reserved matters (condition 2).

Sustainable Transport

Policy T1 lays out the strategic aims for the district regarding transport and travel. The policy requires developments to prioritise walking, cycling and public transport in the first instance with electric vehicles and car sharing as a fallback. Private car use is discouraged.

Policy T3 lays out the requirements for new development to prioritise sustainable travel. Similarly, Policy T4 lays out the requirements for access for new development, prioritising foot and cycle paths and wider connections.

The proposal is supported by a number of transport assessments and technical notes that lay out the accesses, possible internal sustainable travel options and the

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

off-site connections to Waterlooville and beyond. The original iteration of the plans included the main access off Laxton Leaze and an emergency access off Peasgood Lane following the line of the existing PROW. Further to this, the proposal included additional foot and cycle connections towards Waterlooville and the MDA provisions.

In terms of access, the most recent iteration of the plans shows the removal of the emergency access to the north-west corner of the site where the existing PROW currently runs. The Highway Authority has reviewed this and considers the removal of this to be acceptable, as there is no policy requirement for an emergency access for a proposal of this size. The proposal instead would have a dual foot and cycle path. It is considered that the removal of the emergency access would not result in harm to the future occupants of the site, as the location of the main access would not result in significant additional time to access the site.

The main access to the proposed development is located off Laxton Leaze where there is an existing foot and cycle connection to Waterlooville. Previously, the need to provide the modal filter to prohibit vehicular traffic was identified and concerns were raised on the tracking presented. This stemmed from the safety concerns regarding the interaction with cyclists joining the carriageway where the segregated shared-use provision terminates within the site. However, the applicant has presented a revised access arrangement, which removes the dedicated cycle provision and addresses the safety concerns raised. The revised access arrangement has been presented which simplifies the access arrangement by omitting the segregated facility with cyclists to be placed on the carriageway. Instead, the proposal now includes a 2m footpath provision either side of the carriageway tying onto the existing provision along Laxton Leaze.

The loss of the cycle path from Laxton Leaze towards Waterlooville in this location is disappointing and was a requirement of the MDA to provide foot and cycle provision from the MDA to Waterlooville. However, the proposed scheme would not prevent cyclists using the on-road provisions in this location to meet the existing infrastructure to the east of the red line plan. It is considered appropriate to condition details of cycle provision within the site that would connect to the wider cycle network as part of the reserved matters (condition 2).

A Swept Path Analysis has been submitted that demonstrates that whilst tight, the movements are achievable for a fire tender, delivery vehicle and car scenarios, tracked without overhanging any footways. Visibility splays have demonstrated that acceptable visibility can be achieved at Peasgood Lane, it is noted that the visibility along Laxton Leaze has not been demonstrated, however, given the location of the access, this is considered to be acceptable. It is anticipated based on current movements that a worst case 29 daily trips would utilise Peasgood Lane over a 12-hour period to access the site. Given the scale of the development, it is considered that the likelihood that two vehicles will meet will be low and therefore not a fundamental highway safety issue.

Concerns have been raised by the Highways Authority regarding the impact of the proposal on the Maurepaus Way/Houghton Avenue/ Hambledon Road roundabout. Assessments have been made that indicate that this roundabout is at capacity without works required under the Berewood MDA being undertaken. While it is acknowledged that the roundabout is at capacity, it is considered that the required

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

works within the MDA are underway and are likely to be completed prior to this development being complete. Therefore, it is not considered that the proposal would result in additional pressure on the roundabout.

As part of the assessment a number of off-site improvements have been identified to ensure the proposal would provide the optimal amounts of sustainable travel alternatives. These include:

- A toucan crossing at Houghton Avenue
- A foot and cycle connection between Laxton Leaze and Plant Farm Crescent
- Contribution to the Brambles south foot/cycle link.
- Contribution to the forest end foot path connection.

The contributions to the Brambles South Link and the Forest End connections have been supplied as part of the Berewood MDA. It is acknowledged that there is a lack of funding currently available to complete these two projects, however it is not considered reasonable to link these to this application. As such, it is considered that the proposed improvements to Plant Farm Crescent/Laxton Leaze and Houghton Avenue can be justified as reasonably related to the application.

Further obligations in regard to securing a Section 38 agreement for highways works, securing the framework travel plan and monitoring have been proposed by the Highways Engineer and are considered acceptable.

Policy T2 addresses parking requirements for new development. As this application is in outline form, the details of parking would be submitted as part of the reserved matters application(s).

As such, the proposal is in accordance with Local Plan policies T1, T3 and T4.

Ecology and Biodiversity

Policy NE1 requires development to avoid significant harm to the natural environment, biodiversity and geodiversity. The policy also requires mitigation, enhancements and protections where necessary.

Policy NE5 requires developments to deliver biodiversity net gain of 10% and avoid adverse impacts to protected species and habitats. Further to this the policy requires up to date reports where relevant and that development support and contribute the district biodiversity action plan targets.

The application is supported by an Ecological Impact Assessment. The majority of the site lies within Havant Borough Councils administrative area. Within the Winchester area there is a band of trees and hedges as well as a ditch. These features have been identified within the Local Nature Recovery Scheme as an area of potential biodiversity importance. As such, it is considered appropriate to condition details of how this area would be enhanced as part of the development and protected through construction phases (conditions 3, 5 and 6). It is acknowledged that approximately 8m of hedge is to be lost through widening the proposed access

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

points. This is considered to be a minimal amount, and replacement hedging can be secured through the reserved matters stages for landscaping details (condition 2).

An active badger sett has been identified within the site. The Ecological Impact Assessment has made recommendations to protect these protected species during construction, which are to be included within the CEMP (condition 5). These are considered to be acceptable with the exception of the buffer zone for the badger sett being set at 20m rather than 30m. As such further CEMPs should be required at reserved matters stage to reflect any updated knowledge within the site regarding the protected species.

Therefore, the proposal complies with Local Plan policies NE1, NE5, NE16.

Nutrient neutrality

The proposal is for Development within, bordering or in close proximity to a European Protected Site (i.e. River Itchen SAC, The Solent SAC, SPAs, Ramsar Sites) and is for overnight accommodation affecting Nitrates.

Appropriate Assessment.

The application will have a likely significant effect in the absence of avoidance and mitigation measures on European and Internationally protected sites as a positive contribution of 49.12 Kg/N/year is made. The Authority has concluded that the adverse effects arising from the proposal are wholly consistent with, and inclusive of the effects detailed in the Winchester City Council Position Statement on nitrate neutral development and the guidance on Nitrates from Natural England.

The Authority's Appropriate Assessment is that the application, coupled with a mitigation package secured by way of a Grampian condition, complies with this strategy and would result in nitrate neutral development. It can therefore be concluded that there will be no adverse effect on the integrity of the designated sites identified above in this regard.

This represents the Authority's Appropriate Assessment as Competent Authority in accordance with requirements under Regulation 63 of the Conservation of Habitats and Species Regulations 2017, Article 6 (3) of the Habitats Directive and having due regard to its duties under Section 40(1) of the NERC Act 2006 to the purpose of conserving biodiversity. Consideration of the Ramsar site/s is a matter of government policy set out in the National Planning Policy Framework (2024).

Under Reg 63(4) of the Habitats Regulations, it has not been necessary to further advertise the Appropriate Assessment.

Sustainability

Developments should achieve the lowest level of carbon emissions and water consumption which is practical and viable. Policy CN1 expects new residential developments to achieve low carbon solutions to design and layout and requiring

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Energy and Carbon statements proportionate to the size of the application. The application includes a sustainability assessment within the planning statement to meet the requirements of policy CP11 of the former Local Plan.

It is considered that the proposal would not result in any additional housing within the Winchester district and therefore it is not considered reasonable to impose a condition to require development outside of the district to meet Winchester's requirements. Havant Borough Council will make an assessment on the sustainability features of the proposed dwellings as part of the reserved matters application(s).

Sustainable Drainage

The application is located within Flood Zone 1 and therefore is at low risk of flooding by rivers or sea. There is an existing ditch which runs across the site and another that runs within the hedging along the western boundary. A Flood Risk Assessment has been submitted, together with hydraulic calculations, which show that it would be possible to provide an appropriate drainage solution, including climate change allowances. It has been further demonstrated that the proposal can accommodate the existing ditches with minimal culverting. Concerns have been raised regarding the routing of surface water given the location of adjacent dwellings. It is considered that these details can be conditioned (2, 7 and 9) to accommodate detailed designed at reserved matters stage.

Therefore, the proposal complies with policy NE6 of the Local Plan.

Other material issues

The application is for approximately 69 new dwellings, as such, would likely result in additional pressures on the local infrastructure in terms of primary health care and education.

In terms of primary health care, the NHS has requested a contribution of £47,347. This would be used for improving the local 3 practices identified and/or any development that comes forward as part of the Berewood MDA provision. This is considered to be acceptable and has been incorporated into the S106 Heads of Terms.

In regard to education, Hampshire, as Education Authority, has not raised any issue with the proposal, stating that there is sufficient space within the provisions of the adjacent development within the MDA for both education and early years.

Equality

Due regard should be given to the Equality Act 2010: Public Sector Equality Duty. Public bodies need to consciously think about the three aims of the Equality Duty as part of the process of decision-making. The weight given to the Equality Duty, compared to the other factors, will depend on how much that function affects

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

discrimination, equality of opportunity and good relations and the extent of any disadvantage that needs to be addressed. The Local Planning Authority has given due regard to this duty, and the considerations do not outweigh any matters in the exercise of our duty.

Planning Balance and Conclusion

The application is proposing approximately 69 dwellings with associated infrastructure. The access, a ditch and some boundary planting would be located within the Winchester District, the remainder of the site falls within the Havant Borough Council administrative area.

The proposed access would not result in harm to highways users, and sufficient foot and cycle paths have been proposed, that would connect to the wider network.

In terms of impact on the character of the area, the site is allocated for development under the Havant Local Plan, and the site is located within an urban area. The proposal also includes areas of public open space and ecological buffers.

A SUDs system has been proposed that would prevent surface water flooding in the area. Further details would be required at reserved matters stage.

Overall, the proposal would result in an uplift in housing that is required within the Havant area, and no harm has been identified.

The proposal would comply with the development plan as a whole.

Planning Obligations/Agreements

In seeking the planning obligations and financial contributions, mentioned below, the Local Planning Authority has had regard to the tests laid down in para 58 of the NPPF which requires the obligations to be necessary to make the development acceptable in planning terms; directly related to the development; fairly and reasonably related in scale and kind to the proposed development .

Recommendation

Application granted subject to the completion of a S106 and the following conditions:

Legal Agreement – Heads of Terms

Affordable housing including accessible units
Havant community worker (HBC requirement)
Employment Skills Plan
Off-site mitigation for ecology (HBC requirement)
Solent Recreation Mitigation Scheme payments
Nutrient neutrality
NHS contribution - £47,347

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Highways works - £ TBC
Highways travel Plan - £TBC
SUDs Bond - £TBC
HBC monitoring Fee - £tbc
HCC monitoring Fees - £TBC
Landscape management and monitoring details

Conditions

1. 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 first of the reserved matters to be approved.

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

2. 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 buildings are occupied.

Reserved and other Matters:

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

- 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, details of play equipment 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.

- The siting of all buildings and the means of access thereto from an existing or proposed highway, including the layout, construction and sightlines.

- 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.

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

- The layout of foul sewers and surface water drains.

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

- The manner of treatment of any existing water courses and ditches.
- The provision to be made for the parking, turning, loading and unloading of vehicles.
- The provision to be made for parking and storage of cycles.
- The alignment, height and materials of all walls and fences and other means of enclosure.
- The provision to be made for the storage and disposal of refuse.
- The finished levels, above ordnance datum, of the ground floor of the proposed buildings, and their relationship to the levels of any existing adjoining buildings.
- The provision to be made for contractors vehicles parking and plant, storage of building materials and any excavated materials, huts and all working areas.
- details of street lighting and furniture
- Ground levels plan in so far as it relates to the site access, interaction with adopted highway and safe operation of the internal layout

Reason: To comply with the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order).

3. The submission of all reserved matters and the implementation of the development hereby permitted shall be in substantial accordance with:
Document ref: REPT01-V1 ISSUED-01-V01 - Noise Impact Assessment

Document ref: GTWVILLE_BSL_DOC_04_4 rev 4 - Flood Risk Assessment

'ECOLOGICAL IMPACT ASSESSMENT updated March 2025' By LC Ecological Services

ECOLOGICAL IMPACT ASSESSMENT April 2026' By LC Ecological Services

Design and Access Statement March 2026

Reason: For the avoidance of doubt, to ensure that the proposed development is carried out in accordance with the plans and documents from which the permission relates to comply with Section 91 of the Town and Country Planning Act 1990.

4. The development hereby approved shall be constructed in accordance with the following plans:

Drawing Number: GTWVILLE_BSL/SK/02 rev T - Proposed Vehicular Access

Drawing Number: GTWVILLE_BSL/SK/17 Rev A – Proposed Vehicular Access Alternative Layout

Drawing Number: GTWVILLE_BSL/SK/15 - Proposed Emergency & Pedestrian Access Final Condition

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Drawing Number: GTWVILLE_BSL/SK/03 rev E - Proposed Emergency & Pedestrian

Drawing Number: GTWVILLE_BSL/SK/10 - Proposed Emergency Access Reserved Corridor

Drawing Number: GTWVILLE_BSL/VT/01 rev H - Vehicle Tracking Diagrams

Drawing Number: GTWVILLE_BSL/VT/04 - Refuse Vehicle Tracking Diagram Peasgood Lane

Reason: For the avoidance of doubt, to ensure that the proposed development is carried out in accordance with the plans and documents from which the permission relates to comply with Section 91 of the Town and Country Planning Act 1990.

5. Prior to any site clearance, excavation or preparatory works for each phase of development including the removal of any vegetation, top soil, trees or translocation of species, a strategy for pre-commencement works shall be submitted to and approved in writing by the local Planning Authority setting out a scheme for all pre-commencement works including timings of mitigation measures, tree protection and site inspections.

This shall cover:

- Tree works
- Ecology
- S38 works
- Drainage/utility works

Pre- commencement works shall be carried out in accordance with these approved details.

Reason: to Ensure the works are co-ordinated to avoid unacceptable impacts to trees and biodiversity and to minimise impact on the public and local amenity.

6. No development shall start on site until a construction method statement has been submitted to and approved in writing by the

Planning Authority, which shall include:

- Development roles, contracts and responsibilities
- Public communications strategy including complaints procedure
- piling techniques
- storage of plant and materials
- A programme of and phasing of demolition (if any) and construction work;
- The provision of long-term facilities for contractor parking;
- The arrangements for deliveries associated with all construction works;
- Methods and phasing of construction works;
- Access and egress for plant and machinery;

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

- Protection of pedestrian and cycle routes including the PRow during construction;
- Location of temporary site buildings, compounds, construction material, and plant storage areas;
- Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.
- provision of boundary hoarding and lighting including construction lighting
- protection of trees, hedgerows and other natural features to be retained including their management until such time as they are adopted.
- details of proposed means of dust suppression and noise mitigation
- measures to prevent pollution of the watercourse during construction
- the handling and management of construction waste
- details of surface water runoff.
- Construction lighting.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality and in the interest of Highway Safety

7. No development shall begin until a detailed surface water drainage scheme for the site, based on the principles within the Flood Risk Assessment and SuDS Design Document, has been submitted and approved in writing by the Local Planning Authority. The submitted details should include:

a. A technical summary highlighting any changes to the design from that within the approved Flood Risk Assessment.

b. Detailed drainage plans to include type, layout and dimensions of drainage features including references to link to the drainage calculations.

c. Detailed drainage calculations to demonstrate existing runoff rates are not exceeded and there is sufficient attenuation for storm events up to and including 1:100 + climate change.

d. Evidence that urban creep has been included within the calculations.

e. Confirmation that sufficient water quality measures have been included to satisfy the methodology in the Ciria SuDS Manual C753.

f. Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria.

g. Details of the existing watercourses with details of any proposed changes including levels, cross sections, long sections and culverting details (where essential)

The approved details shall be implemented in accordance with the approved details.

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

Reason: To ensure adequate drainage is provided for the development and prevent flooding.

8. The development hereby permitted shall NOT BE OCCUPIED until:

- a) A water efficiency calculation which demonstrates that no more than 110 litres of water per person per day shall be consumed within the development, and this calculation has been submitted to and approved in writing by the Local Planning Authority
- b) A mitigation package addressing the additional nutrient input arising from the development has been submitted to, and approved in writing by the Local Planning Authority. Such mitigation package shall address all of the additional nutrient load imposed on protected European sites by the development and be implemented in full prior to first occupation and shall allow the Local Planning Authority to ascertain on the basis of the best available scientific evidence that such additional nutrient loading will not have an adverse effect on the integrity of the protected European Sites, having regard to the conservation objectives for those sites; and
- c) All measures forming part of that mitigation have been secured and submitted to the Local Planning Authority.

Reason: To accord with the Conservation of Habitats and Species Regulations 2017, and Policy NE1, NE16 and CN4 of the Winchester District Local Plan 2040.

9. Details for the long term maintenance arrangements for the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings.

The submitted details shall include maintenance schedules for each drainage feature type and confirmation of ownership, including the adjacent watercourses. The maintenance arrangements shall be implemented and retained in perpetuity as agreed.

Reason: To ensure adequate drainage is provided for the development and prevent flooding.

10. Prior to the first occupation of the development, a site management plan will be submitted to and approved in writing by the Local Planning Authority that identifies any areas within the site that will form part of any highway adoption, controlled by a site management company or transferred as part of plots for private ownership. The development will then be implemented in accordance with the approved plan.

Reason - In the interest of safe and suitable street design.

11. The approved lines of site splays within drawing GTWVILLE_BSL/SK/17 Rev A shall not be subject to any obstruction between 0.6m and 2.0m above the adjacent carriageway. Boundary features or any design within these splays through the reserved matters stage shall not exceed 0.6m in height and shall be subsequently maintained so thereafter.

Reason - In the interest of highway safety

Case No: 23/01457/OUT

WINCHESTER CITY COUNCIL
PLANNING COMMITTEE

12. In relation to all roads, footways and cycleways to be provided on site the following requirements shall be met:

a. All roads, footways and cycleways, whether to be adopted or otherwise, shall be built to national recognised design construction standards and completed prior to occupation

b. A verification report by a suitably qualified engineer confirming that all unadopted roads, footways and cycleways have been built to the nationally recognised design construction standards shall be provided to the Local Planning Authority on completion of the final road surface or prior to occupation. The report shall include the relevant construction details that the roads, footways and cycleways have been built to and details of the professional qualifications of the person providing the verification.

Reason: To ensure that the development is provided to an appropriate standard.

Informatives

1. In accordance with paragraph 39 of the NPPF (2024), Winchester City Council (WCC) take a positive and proactive approach to development proposals, working with applicants and agents to achieve the best solution. To this end WCC: - offer a pre-application advice service and, - update applicants/agents of any issues that may arise in the processing of their application, where possible suggesting alternative solutions.

In this instance a site meeting was carried out with the applicant.

2. The Local Planning Authority has taken account of the following development plan policies and proposals: SP1, SP2, SP3, CN1, CN2, CN3, CN4, D1, D3, D5, D7, D9, T1, T2, T3, T4, NE1, NE3, NE4, NE5, NE6, NE11, NE16, HE1, HE2, HE7, H1, H3, H4, H5, H6

3. This permission is granted for the following reasons: The development is in accordance with the Policies and Proposals of the Development Plan set out above, 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.