

Crescent which has the side of the property facing the site.

1.3 On the opposite side of the Main Avenue from the site will be the large area of the Western Open Space which provides a very wide green area along the western side of the entirety of the Taylor Wimpey development. Opposite the site on the Hambledon Road frontage is South Down View, a residential road of predominantly semi-detached dwellings.

1.4 The site was defined as an 'employment' site, E1 in the Masterplan that was incorporated in the outline permission of the Taylor Wimpey part of the MDA. However, in 2012 permission was granted in outline for an extra care facility for approximately 37 units.

2 Planning History

The Outline planning permission reference 05/00500/OUT (WCC) and 05/40000/000 (HBC) for the development of land for residential (450 units); live/work (24 units); employment (7.1 ha including B1, B2 and B8 and a Household Waste Recycling Centre), mixed use including retail, food and drink, financial/professional and health; open space/recreational purposes and the construction of two accesses from Hambledon Road was granted planning permission on 4th January 2008 subject to a S106 agreement.

Of particular relevance for this site are the outline permissions 10/03253/OUT (WCC) and APP/11/00015 (HBC) for the erection of extra care accommodation with approx 37 units on the site which were permitted in January 2012 and which are therefore extant. The permissions are subject to a S106 agreement.

3 Proposal

3.1 The application is a full application for extra care accommodation comprising 48 units; 18 being one bed apartments and 30 two bed apartments together with communal space and facilities including a communal lounge, roof terrace, assisted bathroom, guest sleepover room, hairdressers, treatment room, laundry, refectory, activity room, kitchen, internet area, buggy store and communal landscaped grounds. There is an outline permission for 37 units but a full application has been submitted as the numbers and communal facilities have been amended together with proposals to amend the original S106 agreement with respect to the manner in which the facility is tied to the nursing home proposal for the opposite side of Auger Row.

3.2 The applicants have also submitted the reserved matter application for the nursing home and whilst it is intended by the applicant to establish working links between the operation of the two developments the applicant has submitted that the formal link written into the original S106 is not acceptable to them as that will lead to a conflict of care choices for individual residents and therefore contrary to the Government's policy to allow greater freedom of choice of care for older people. A S106 is still proposed for the extra care development that does not require a formal link between the operation of the two establishments but would include:

- No unit within the extra care scheme to be occupied until the nursing home is constructed to roof plate;
- No unit within the extra care scheme to be occupied until 6 parking spaces allocated at the nursing home are completed and available for the use of the extra care facility.
- The occupation of each unit shall be restricted to at least one of its occupants being over the age of 60 or at least one of its occupants is disabled within the meaning of the Equality Act 2010.

- At least one of the occupants in a unit is contracted to receive a minimum of 2 hours of care a week; such care to offer assistance with day to day living and personal care.

Nursing care if required will be provided outside of this framework and will be devised according to individual needs. The facility will therefore continue to fill the gap between home living and sheltered housing/residential or nursing care. It will provide a facility that enables the occupants to remain independent with care and medical services on hand.

3.2 The outline scheme was designed to have buildings on all four sides of the site. The current application provides for development on the northern and western boundaries only. The building is three storey on the two frontages with the main entrance on the corner of the site facing towards Hambledon Road in a four storey element. Adjacent to the residential property fronting Hambledon Road in Buttercup Way only one ground floor flat only is proposed to the rear of the frontage three storey element. There is also a secondary pedestrian access to the rear car parking area. All internal layouts of the apartments have been designed to meet requirements for wheelchair use and all will have access to external balconies or patios.

3.3 The originally submitted application has been amended in design to provide predominantly a three storey building with a parapet wall and flat roof with a four storey element on the corner. The facade has stepped protruding bays to give both vertical emphasis and a horizontal symmetry. The bays are proposed in buff brick with metal framed balconies and feature trellis. The building also includes feature timber cladding and grey upvc windows to match those in the Taylor Wimpey residential development. The parapet would be capped and to the rear of the parapet photovoltaic panels would be installed on the roof. The materials proposed are as for the nursing home, but executed in a different manner.

3.4 The landscaping scheme to the frontages provides for an outdoor seating area set between planting beds and screened from the roads by formal hedging and railing to match those used in the adjacent residential area; trees are also included. To the rear there will also be a communal garden area with seating which will be secure from the car park area.

3.5 The vehicular access to the site is from Foxtail Road with two access points proposed to the car park. The car park has been amended from the original submission to provide for circulation within it, so vehicles may enter and leave in a forward gear. There are 23 on site spaces proposed together with a further 6 spaces being provided at the nursing home site for staff; these 6 spaces to be secured via a S106 Agreement. Staff and residents' cycle storage is proposed together with room for buggy storage/charging in each flat and also a communal storage/charging area on the ground floor.

4 Policy Considerations

National Planning Policy Guidance/Statements

National Planning Policy Framework in particular chapter 4 promoting sustainable transport, Chapter 7 requiring good design, Chapter 11 conserving and enhancing the natural environment.

Winchester

Winchester District Local Plan Review:

Saved policies DP3, DP4, DP5, T2, T3, T4.

Winchester Local Plan Part 1 – Joint Core Strategy

SH1, SH2, CP1, CP7, CP10, CP11, CP13, CP14, CP15, CP16, CP20

Other Planning guidance
Movement, Access, Streets and Spaces

Havant

Havant Borough Local Plan (Core Strategy) 2011:

CS2 Employment

CS6 Regeneration of the Borough

CS7 Community Support and Inclusion

CS8 Community Safety

CS9 Housing

CS14 Efficient Use of Resources

CS16 High Quality Design

CS17 Concentration and Distribution of Development within the Urban Areas

CS18 Strategic Site Delivery

CS19 Effective Provision of Infrastructure

CS20 Transport and Access Strategy

CS21 Developer Requirements

DM3 Protection of Existing Employment and Tourism Sites

DM6 Coordination of Development

DM7 Elderly and Specialist Housing Provision

DM8 Conservation, Protection and Enhancement of Existing Natural Features

DM10 Pollution

DM11 Planning for More Sustainable Travel

DM12 Mitigating the Impacts of Travel

DM13 Car and Cycle Parking on Residential Development

DM14 Car and Cycle Parking on Development (excluding residential)

DM15 Safeguarding Transport Infrastructure

5 Statutory and Non Statutory Consultations

Winchester City Council

Urban Design: Comments made in respect of the amended details:

In urban design terms this is a better design than the originally submitted scheme.

There is more consistency in the architectural language, in the architectural details and the materials. The regular articulation and modelling of the elevations provided by the bays and recesses (which have balconies) both of which contain regular sized windows and window panels will provide visual order and rhythm, which the submitted scheme lacked. There is less architectural consistency in the elevational treatment of the central 4 storey element, which contain the entrance and common facilities and main core. On balance this element is acceptable although I would be willing to discuss adjustments with the architects to secure improvements.

There are some improvements that could be made to the elevation which faces south onto the side road (NB the labelling of the elevations on the drawings are incorrect). This elevation needs some revision with more pronounced and ordered fenestration. Also more thought needs to be given to the junction between the timber cladding and the brick. In circumstances such as this the brick would project forward of the timber cladding, which would then butt up to it.

All the above could be secured through condition 1 below.

The elevations show some metal framing which support balconies and screens for climbing plants. We need to see large scale drawings of these and it is possible that some refinement in the design of these will be needed, which can be secured by

condition.

The illustrative drawings of the consented scheme concealed the car parking, whereas this scheme exposes it to views from the street, albeit there are some screen walls proposed. To my mind it would be better in streetscape terms if some good tree planting and a hedge could be secured along this boundary with the street although the landscape architect will advise on this

I would recommend the following conditions:

Condition 1

Before development commences, 1:20 scale fully annotated plans, elevations and sections of the following details shall be submitted to and approved in writing by the local planning authority:

- Balconies, balcony screens, balcony supports, metal framing and balustrades and railings/boundary treatment around terraces and flat roofs
- Window frames including reveals (which should be a minimum of 100mm) and window surrounds and junctions with façade's and head and sill details,
- Window central panels and side panels
- Oriol windows including undersides, cheeks and roofs
- Doors and shutters together with framing and their reveals and junctions with the elevations Parapet cappings
- Canopy and main entrance
- All rainwater goods
- Materials and detailing of the ceilings to overhangs, under-crofts and balconies
- Solar panels and all other plant and machinery fixed to the external envelope of the buildings together with their fixing to all external materials
- Garden gates, and all garden and car park boundaries (including all fences, walls and railings)
- Metre boxes/cabinets and other utilities where they will be visible from the public realm including their positions, colours and materials
- Bike storage structure

The approved details relating to each building shall be implemented in full before that building is occupied.

Reason: to ensure that the external appearance of the development is of a high quality on this prominent corner site.

Condition 2

Before development commences, samples of all the external materials to be used on that building shall be submitted to and approved in writing by the local planning authority. The external materials shall comprise those listed on the approved drawings and the main elevation materials shall comprise a soft stock brick and natural timber cladding, unless otherwise agreed in writing by the local planning authority.

Reason: to ensure that the external appearance of the development is of a high quality on this prominent corner site.

Highway Engineer: The total number of bedrooms proposed for this development is 80 and if we assumed that on average each bedroom had an occupant of 1 person then there will be a total of 80 residents/guests. The Nursing and Rest Home maximum car parking standards require 1 space per 4 residents and 1 space per staff and therefore applying this criteria to the numbers discussed above 20 resident + 7 staff spaces will be required making a total of 27 spaces. So even after the 2 spaces have been removed to improve circulation the number of parking spaces provided will comply with the required parking standards.

However, in order to address the concerns raised by HBC Highways Officer, about overspill parking on the surrounding highway network, he has suggested that the developer should agree to enter into a S106 Agreement to pay a sum of £5,000 for the implementation of TRO (parking restriction) if needed for a five year period. In my opinion this offers a sensible pragmatic solution to address the concerns about possible overspill parking.

Landscape/Trees: No objection

Environmental Protection: The noise report seems fine to me. I agree with the recommendation that any external plant/machinery should be at least 10dB below background noise levels (this will essentially ensure that they are inaudible to the future and current occupants).

Havant Borough Council

Waste Services Manager: If the care home is run privately a private trade waste contractor would be responsible for waste collection.

Environmental Health Manager: A condition was proposed in respect of protecting proposed habitable rooms on the northern and western elevations from traffic noise from Hambledon Road. A Noise Mitigation Report has since been submitted and the view provided is the mitigation for the flats is acceptable but a condition is required to control the acoustic performance of any external plant.

With respect to the Ground Conditions report the conclusions drawn are:

- a) Given that there is no particular reason to expect contamination or potentially contaminating features from a known historic or recent land use the report can be accepted in the absence of a specific desk study.
- b) No groundwater samples were taken despite the completion of most trial holes as wells; groundwater samples would have been useful in informing an assessment of risk from volatile soluble or light non-aqueous phase liquids.
- c) Soil gas is one of the primary risks for this site and it is necessary that the monitoring is completed and details submitted to the LPA.
- d) Additional sampling/monitoring from extant wells for soil gas is considered reasonable.

Conditions are therefore proposed to cover these additional investigations and reports.

Building Control: The development involves a mix of accommodation units, similar to residential flats, and communal shared areas. An Assessment under the Code for Sustainable Homes is acceptable for this type of development.

Development Engineer: With respect to the originally submitted details it was advised that the Highway Authority was concerned that the proposal may lead to parking on the surrounding Highway and the use of the adjacent lay by for all-day parking.

The proposed application is on land adjacent to the main Northern entrance route to the MDA. This route will be used for residents, workers and visitors to the proposed industrial area and also for visitors to the Waterlooville Household Waste Recycling Centre. At the moment access to the northern part of the MDA can also be taken from the Hambledon Road by means of Sickie Way but this will be closed in 2015. A percentage of the traffic using this route will have to use the northern entrance.

It is important that this junction and route is not compromised with indiscriminate parking. The application shows 24 parking spaces onsite and 6 off site at the nursing home. The basis of this calculation is 13 parking spaces at 1space per 4 residents and 17 spaces for staff servicing.

However the layout of 24 parking spaces accessed by two access points does not allow for circulation and two of the central spaces should be removed to allow for a circulation system to ensure that emergency/servicing vehicles do not have to reverse onto the highway.

With a revised layout to accommodate circulation the parking provision would meet the required standards but there is concern that there may be a large number of visits by outside carers/nursing staff. It is therefore essential that the 6 spaces at the nursing home are secured for use by the extra care facility. It is also proposed that in the event of a problem of overspill parking developing that a S106 obligation should be sought for a sum of £5000 to be committed for the implementation of a Traffic Regulation Order (TRO parking restriction) if required.

On the submission of an additional transport statement, the Highway Authority is satisfied that the use of the site as an extra care facility will not generate more multi modal trips than those that would have been associated with the previous planned use of the site.

On submission of a revised layout providing the requested circulation and a commitment to both the overflow parking at the nursing home and the TRO by way of a S106 Agreement it is also confirmed that the Highway Authority's concerns have been met.

Landscape Team: Unfortunate that there is not more room for frontage planting and that the parking does not include breaks. Manoeuvring space required in car park. Details of vegetable/shrub and ornamental shrubs required. Query whether there is scope to reduce the amount of tarmac for car park and bike pathway.

Planning Policy: The Local Plan now comprises of the Core Strategy (2011) and the recently adopted Allocations Plan (2014). It should be noted that Saved Policies are no longer relevant.

The site forms part of the overall West of Waterlooville Major Development Area. Originally intended for employment land the principle of extra care housing at this site has been established through the grant of a previous outline planning permission for 37 No. units.

There is an ageing population in Havant Borough and Policy CS9(6)&(7) are particularly relevant, with CS9(7) specifically relating to the need for extra care dwellings during the plan period.

Technically Policy CS9 seeks the provision of affordable housing at a minimum of 30%. However, it is my understanding that the previous permission (still valid) for the site did not include a requirement for affordable housing based on the specialist type of housing and, more importantly, that the affordable housing would be met by the overall requirements of the MDA. There has been no policy change relating to the affordable housing need since the 37No. units were permitted for the site.

There is no objection to the proposal.

Urban Design: Concern that there was a number of disparate elements and that the central four storey element was too 'heavy'. Entrance at ground floor needed better treatment. Important that the roof is a good material and detailing in good quality materials. Railings need to match those for adjacent housing.

Engineering/Drainage: No observations

Other Consultees

Environment Agency: No bespoke comments

Southern Water: There is inadequate capacity in the local network to provide foul and surface water sewage disposal. Additional off-site sewers or improvements to existing sewers will be required and an appropriate condition is requested. (*Comment: Taylor Wimpey are bound to provide the site with agreed flow capacities to facilitate the operation of the extra care facility and it is understood that the flow rates have been incorporated into the S104 capacity for the larger MDA.*)

Hampshire Constabulary (Crime Prevention): Appropriate boundary treatments should be in place to prevent access to patios along the northern boundary of the building and the site being used as a short cut between the Main Avenue and Hambledon Road; advice on location of cycle parking; advice on door security; request for an audio access control system; request for an appropriate level of lighting.

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 26

Number of site notices: One

Statutory advertisement: Major development

Number of representations received: One from Denmead Parish Council and 10 from 9 residential addresses

Summary:

Denmead Parish Council

The Parish Council of Denmead, by a unanimous decision, raised a STRONG OBJECTION to this proposal and cited the following reason(s):

(a) The proposed development by its height and bulk was an overdevelopment of the site which gave a squeezed in appearance and dominated surrounding residential properties both within the development and existing properties on Hambledon Road and Southdown View and would have a detrimental effect on the enjoyment and amenity of those properties.

(b) The height of the development would lead to a visual intrusion into the Denmead Gap.

(c) There is insufficient parking on site and there is no provision within the site for Ambulance or mini bus parking both of which could be required on a regular basis.

(d) The increase in units from 38 to 50 would increase the volume of traffic using Darnell Road which, in its current state, is inadequate for the amount of traffic it currently carries (only road available for the HWRC) and for this reason no further development should take place until this road is fully made up and adopted by the Highway Authority, Sickle Way should not be closed until the link road from the Berewood estate has been constructed and is available for use and all outstanding highways issues have been resolved

(e) There are ongoing issues with flooding in adjacent properties to the proposed development and this needs to be addressed prior to any further construction taking place to avoid exacerbating the problem.

(f) Confirmation needs to be sought from the applicant that full access for Fire and Rescue is available.

Residents' Representations

(a) Insufficient parking on site that will led to overflow into Foxtail Road and result in obstruction/congestion; from the original layout reversing will have to take place onto Foxtail Road if the car park is full.

(b) Concern that there will be a flooding issue for the Buttercup Way garages and garage court.

(c) There will be noise pollution from the air conditioning and heating units.

(d) The proposal, at 3 and 4 storey will block light to neighbours and those in Southdown View and will cause some overlooking.

(e) Having the access opposite Millick Road is unacceptable.

(f) The position of the accesses will result in headlamps shining into the houses opposite in Foxtail Road.

(g) Building up to the edge of Darnell Crescent will result in a blind corner with Foxtail Road.

(h) The traffic survey has not been updated since the agreement to change from light industry to housing for Phase 5, prior to the HWRC opening and prior to the confirmation that Sickle Way would be closed.

(i) Additional traffic and servicing for the facility will make Foxtail Road busier.

(j) There will be lack of amenity space for residents.

(k) It is requested that Sickle Way is not closed until after the development is complete.

(l) It will result in the loss of an important green space.

(m) Concerned over the disturbance during construction of parking, the hours worked and noise.

(n) Owner of adjoining garage concerned over impact of climbing plants on mortar or invasion under tiles/into roofspace. Concern too over ability to access the side wall of garage.

(o) Some parts of the design do not match the properties in close proximity.

7 Planning Considerations

7.1 It is considered that against the background of the development plan and the planning history for Taylor Wimpey part of the MDA and the outline permission for an extra care facility on the site that the main issues in respect of this application are as set out below:-

(i) Principle of development

7.2 The site lies within the West of Waterlooville MDA and the MDA policies are now embodied in HBC Core Strategy policy CS18, Strategic Site Delivery and WCC Local Plan Part 1 – Joint Core Strategy policies SH1 and SH2. Outline consent has been

granted for the whole of the Taylor Wimpey part of the MDA with this site being shown in the Masterplan as an intended employment site providing a gateway/landmark building. This was carried through to the approved Design Code. Subsequently outline permission was granted in 2012 for an extra care facility on the site. The principle of an extra care unit on the site has therefore been established and this report needs to look at the impact of the changes to this scheme in comparison to the outline proposal.

7.3 The earlier outline was tied by a S106 Agreement to the operation of the nursing home. That scheme was not proposed by an actual operator whilst this application is a bespoke proposal by an intended operator. The applicant has submitted that, for funding purposes and the need for occupants to have freedom of choice under Government guidelines regarding the source of nursing care, the applicant does not wish to be formally tied to provide the nursing care from the proposed nursing home. However, the applicant is the same for both schemes and there will be the offer of nursing care from the nursing home; there is also intended to be a call system to the nursing home but the applicant does not wish that to be a formal requirement for similar reasoning. Whilst the applicant does not wish the operation to be formally tied to the nursing home a S106 is offered to ensure that the extra care facility is not occupied until the nursing home is constructed to roof plate. This will enable the nursing home to be a source of nursing care if required not long after the extra care is in operation and shows a commitment to both schemes.

7.4 When the earlier outline application was determined the issue of employment provision was a consideration. It was argued at that time that staff would be shared with the nursing home. This is not now the case and the extra care facility will employ its own staff with a manager, admin staff, reception, hairdressing, laundry, kitchen, waitress, carers, cleaners, gardeners and maintenance staff being directly employed. Nursing if required will be provided by outside agencies or the nursing home.

7.5 An extra care facility does not fall neatly into a use class. The accommodation is provided as flats but at least one resident in each flat would need to require care and there will be a commitment to a minimum of two hours care provision per week for that person; more care could be provided if required. One resident would also need to be over 60 years old or disabled. The approach results in a specialist form of care. HBC's Planning Policy team raises no objection to the scheme and advises that the provision would accord with policy CS9. It would also accord with policy CP3 of the Winchester District Local Plan Part 1 – Joint Core Strategy. It is considered that the changes proposed in the operation of the extra care facility are acceptable and enables the development of an important site within the MDA to be brought forward.

(ii) Design and Street Scene

7.6 Under the provisions of the Masterplan and Design Code the site is shown as one that should contain a landmark building, 4 storey in height. The subsequent outline proposal for the extra care facility demonstrated that such a use could provide such a landmark building. The original scheme submitted under this application looked to continue the approach utilised in the flatted developments along Hambledon Road. However, this was not as clean and crisp as officers had expected and did not provide a bespoke piece of architecture for this important site.

7.7 The amended plans are considered to overcome these concerns and achieve this subject to detailing of various elements which are required by condition. Whilst for the most part it is three storey it provides a central four storey element. The building follows the curve of the junction and in terms of its scale will complement the adjacent Taylor Wimpey dwellings. The original submission of 50 units has been reduced to 48 units and thereby provides 11 units above the 37 permitted in the outline. The additional units are provided by a full three storey element to the rear of the building and an adjustment to the

size and layout of the units together with the disposition of the communal area.

7.8 This does not impact adversely on the street scene. The site is opposite an open space and will be seen as an individual gateway building to both Waterlooville and the MDA when approaching from Denmead. When entering the MDA it will be complemented by the nursing home which, whilst not of the same design, incorporates a similar approach to some elements with the same materials.

7.9 The building will not be seen against other employment buildings and the design is considered to provide an individually designed building that will be suitable for this important site and yet complement the residential properties that abut it. It is considered that the proposal meets the Design Code requirements for a landmark building on this site. To the rear of the site fronting Foxtail Road a two storey element had been included at the outline stage. This has not been taken forward in the current design and the detailing proposed is considered appropriate in this location.

(iii) Impact upon residential amenity

7.10 Along the Hambledon Road frontage to the east of the site is residential development that includes noise mitigation measures and north facing balconies. North facing balconies are also included in this development. Given that the building is sited between 13m and 28m back from the signalised junction and with that margin still to be substantially landscaped the inclusion of balconies is considered acceptable on this frontage. Indeed all the flats are provided with balconies or outside sitting areas which is considered an important amenity for the residents, especially when elderly and less mobile. The outside amenity space proposed comprises a roof garden and a communal garden, which together with the balconies, are considered to provide a suitable level of amenity space. With respect to the noise mitigation measures a report has been submitted and a condition is proposed to ensure the measures with respect to the thickness of glazing are implemented.

(iv) Impact on Neighbouring Properties

7.11 With respect to the dwellings on the north side of Hambledon Road in Southdown View, at their closest they are at a distance of 55m from the proposed building and within that distance is an existing hedge on the north side of Hambledon Road and a large margin on the southern side that is to be planted with trees. This relationship is considered acceptable.

7.12 With respect to the Taylor Wimpey development there is a three storey dwelling to the east of the site fronting Hambledon Road. The frontage of the scheme is three storey where it is adjacent to that property but at the rear two units have been withdrawn from the scheme and there is a ground floor unit only. This has been designed with a parapet side wall at a height of 3.97m which is 2m from the existing 2.1m boundary wall and 4m from the adjacent dwelling. The outline extra care scheme showed single storey development on this boundary and this relationship is considered acceptable.

7.13 For the remainder of the eastern boundary there is no development proposed whereas the outline showed single storey development for the entire length. With respect to the houses in Foxtail Road they will not be faced by a two storey frontage on the opposite side of the road with balconies for the units as illustrated at outline stage but an open rear area to provide parking and the communal garden. Whilst therefore this scheme provides three storey development for the whole of the rear elevation of the scheme this will be 50m from the frontage of the Foxtail Road properties to the rear of the extra care building. For the three storey element opposite the side of 1 Darnel Crescent the glazing incorporated serves the corridors and provides two narrow designed

secondary windows to two flats. This is considered a suitable relationship.

7.14 On the matter of noise and disturbance from plant and the refuse area the scheme is designed so that the plant room has doors facing the car park and not on to Foxtail Road; the refuse area has an internal access for residents so the external doors to Foxtail Road should only be utilised on collection days. The positions of the vehicular access points are opposite dwellings but this relationship is similar to access points to garage courts for the flatted blocks in the Taylor Wimpey layout. As the development is for the elderly and disabled and the majority of visitors will be in the daytime it is not considered that the impact of car lights will be harmful to the neighbours' amenity sufficient to warrant the refusal of this application. Finally, on the matter of planting and the impact on the neighbour's garage to the east of the site, climbers are not proposed and the maintenance requirements for the side wall are not considered a justification to prevent lower level planting within a metre of that wall.

7.15 It is therefore considered that the various relationships with neighbouring properties are acceptable.

(v) Impact on Highways and Parking

7.16 The site lies within the northern part of the MDA and is subject to the Taylor Wimpey outline permission. The site was originally allocated for employment purposes in the outline consent. The extra care proposal will generate less trips on the highway network and on this basis there is no need for highway contributions. This is the same conclusion that was drawn when the outline proposal for extra care facility was considered and remains the case for this current proposal. The Highway Authority anticipated that the employment uses along the Main Avenue would take their accesses from secondary side roads.

7.17 The vehicular access will be from Foxtail Road and that would have been the case if employment had been proposed for the site. The road hierarchy of the Phase 2 area was designed to accommodate the various uses of the area - shops, residential and this site - and this was all on the basis that Sickle Way would close to traffic once the road hierarchy was in place between Hambledon Road and the Main Avenue. Sickle Way has been kept open, not because the roads are unable to accommodate the traffic generated, but in order that the construction compound for the frontage development to Hambledon Road could be located in that area. The extra care site has been identified for development and being directly on the junction of Darnel Crescent and Hambledon Road both the traffic from construction and the use itself will not pass through the residential areas of the site at all but for the small distance from the junction of Foxtail Road with Darnell Crescent to the entrance to the site. This was always intended to be the arrangement for the site and is considered acceptable. With respect to the Household Waste Recycling Centre it was understood when it was built that the traffic to it would have to access from Hambledon Road until the connection to the Berewood development was in place and access could also be taken from the ASDA roundabout. That connection is being designed by the highway consultants of Taylor Wimpey in association with those of the Berewood part of the MDA and an application for the connecting bridge is expected soon which should enable the connection to take place in 2015. With such a large development as the MDA it takes time for all the elements to be implemented and make it able to function in a comprehensive manner. This does of course result in disturbance and inconvenience for the residents but it is not considered that the development of sites can be reasonably delayed pending the completion of the committed infrastructure given the conclusions of the Highway Authority that the road capacity and parking arrangements proposed are acceptable.

7.18 On the matter of detailing, the sight lines at the junction of Foxtail Road and Darnell Crescent are considered acceptable as there is both a footway and deep verge on the

Darnell Crescent frontage. With respect to the position of Milick Way this is not directly opposite the access position to the site and is considered acceptable.

7.19 Parking has been raised as an area of concern. For a care facility, provision of 1 space per 4 units is the standard required which for 48 units results in 12 spaces. That would provide for 11 spaces on site for visitors and staff which it is considered should be adequate. However, it is appreciated that the parking requirement for visiting carers/medical staff is difficult to forecast as the evidence from such facilities is limited. Therefore the S106 Agreement will include both a requirement that 6 overflow spaces are provided for staff at the nursing home site and that there will be a commitment to meet the cost of promoting and implementing a Traffic Regulation Order for a period of 5 years from first occupation in the event that there should be a parking problem on the Main Avenue roads or in the adjacent residential roads that is a result of the extra care facility. On this basis the parking provision for the facility is considered acceptable.

(vi) Other Matters

7.20 Drainage: The areas affected by flooding have been resolved by the introduction of a drain installed by Taylor Wimpey. The application does include a drainage scheme to which the Drainage Engineers have raised no objection.

7.21 Ground Conditions: In the light of the response from Environmental Health (HBC) conditions are proposed to ensure that further gas monitoring is undertaken and remedial works, if necessary.

7.22 Sustainability: The revised submission indicates that photovoltaic panels will be placed on the roof below the parapet and a condition is proposed to control the detail. It is proposed that the properties will meet the Code for Sustainable Homes Level 3 which is the required level under HBC Core Strategy policy CS14. An appropriate condition is proposed to secure that the development is built to this Level.

7.23 Security: In response to the response from Hampshire Constabulary the applicants have advised that the recommendations will be taken into account. The amended plans do include railings to the frontage and the cycle store has been moved to be secure and the margin along the eastern side will not be open to enable a short cut to be established. A condition is proposed with respect to the provision of external lighting.

7.24 Loss of the Open Space: As advised in Section 3 the site was designated for employment development at the outline stage. It has been kept open and managed as a grassed area only pending an acceptable proposal coming forward for the site.

8 Conclusion

8.1 It is considered that the proposed extra care facility is acceptable subject to appropriate S106 obligations ensuring residents are over 60 or disabled, that care is to be provided, that overflow parking is provided on the nursing home site and that there is a commitment to the funding of the Traffic Regulation Order process. The scheme will provide employment and the provision of a needed form of specialist accommodation. It is also considered that the design will result in a landmark building as required by the Design Code at this important entrance to both the MDA and Waterlooville, subject to details which may be controlled through the imposition of a condition. The environment for residents and the impact on future residents and the parking and highway arrangements are considered to be acceptable.

8.2 On the basis that the nursing home application, 14/01935/REM is approved by Winchester the application for the extra care accommodation is recommended for approval subject to S106 obligations and appropriate conditions. The S106 obligations

are to ensure:

- (a) No unit within the extra care development shall be occupied until the nursing home is constructed to roof plate;
- (b) The occupation of each unit shall be restricted to at least one of its occupants being 60 years or over or at least one of its occupants disabled within the meaning of the Equality Act 2010;
- (c) At least one of the occupants in a unit to be contracted to receive a minimum of 2 hours of care a week; such care to offer assistance with day to day living and personal care;
- (d) No unit within the extra care scheme to be occupied until six parking spaces allocated at the nursing home are completed and available for the use of the extra care facility; and
- (e) The funding to a maximum of £5000 for a Traffic Regulation Order process for surrounding roads for a period of 5 years in the event of an on street parking problem.

9 RECOMMENDATION:

That the Executive Head of Planning and Built Environment at Havant Borough Council be authorised to **GRANT PERMISSION** for application APP/14/00845 and the Head of Planning Management at Winchester City Council be authorised to **GRANT PERMISSION** for application 14/02215/FUL subject to

(A) The completion of a legal agreement under Section 106 of the Town and Country Planning act 1990 and other relevant legislation, incorporating the terms set out in para 8.2 of this report, such agreement to be to the satisfaction of the Head of Legal Services (Winchester City Council) and the Solicitor to the Council (Havant Borough Council) and

(B) The following conditions and any others that are considered appropriate:

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date on which this planning permission was granted.
Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 Before development commences, samples of all the external materials to be used on that building shall be submitted to and approved in writing by the local planning authority. The external materials shall comprise those listed on the approved drawings and the main elevation materials shall comprise a soft stock brick and natural timber cladding, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that the external appearance of the development is of a high quality on this prominent corner site.
- 3 Before development commences, 1:20 scale fully annotated plans, elevations and sections of the following details shall be submitted to and approved in writing by the Local Planning Authority:
 - Balconies, balcony screens, balcony supports, metal framing and balustrades and railings/boundary treatment around terraces and flat roofs
 - Window frames including reveals (which should be a minimum of 100mm) and window surrounds and junctions with façades and head and sill details,

- Window central panels and side panels
- Oriel windows including undersides, cheeks and roofs
- Doors and shutters together with framing and their reveals and junctions with the elevations Parapet cappings
- Canopy and main entrance
- All rainwater goods
- Materials and detailing of the ceilings to overhangs, under-crofts and balconies
- Solar panels and all other plant and machinery fixed to the external envelope of the buildings together with their fixing to all external materials
- Garden gates, and all garden and car park boundaries (including all fences, walls and railings)
- Metre boxes/cabinets and other utilities where they will be visible from the public realm including their positions, colours and materials
- Bike storage structure
- External light fitments

The approved details shall be implemented in full before the building is occupied.

Reason: To ensure that the external appearance of the development is of a high quality on this prominent corner site.

- 4 No development hereby permitted nor any related site clearance shall commence until plans and particulars specifying the detailed proposals for all of the following aspects of the same have been submitted to and approved in writing by the Local Planning Authority.

- (a) The provision to be made for external lighting;
- (b) The areas to be used for contractors' vehicle parking and materials storage during construction of the development;

Reason: To secure orderly development

- 5 The building shall be used only for extra care accommodation and for no other purpose whatsoever including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order.

Reason: In order to control the use in view of the special circumstances relating to its operation.

- 6 No externally visible or audible plant, machinery or structures required for ventilation or filtration purposes shall be installed at the premises until and unless details of the external appearance and acoustic performance of the same have been submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the locality and/or occupiers of neighbouring property.

- 7 The development shall not be brought into use until the implementation of all works forming part of the approved noise protection scheme has been

completed in full accordance with all detailed components of such scheme.

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

- 8 Notwithstanding the submission of the Phase II Ground Investigation Report by Soils Ltd, ref 14512/GIR, prior to the commencement of the development hereby permitted (or within such extended period as may be agreed with the Local Planning Authority), the following shall be submitted to and approved in writing by the Local Planning Authority:
- a) An addendum to the report which presents the results of the ongoing gas monitoring;
 - b) If necessary, a remedial strategy detailing the measures to be undertaken to avoid risk from ground 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.
- Reason:** In order to secure satisfactory development and in the interests of the safety and amenity of future occupants.
- 9 If necessary, subject to the submissions made under condition 8, prior to the occupation of the development hereby permitted, written verification produced by the suitably qualified person approved under the provision of condition 8 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 8 has been implemented fully, unless varied with the written agreement of the Local Planning Authority in advance.
- Reason:** In order to secure satisfactory development and in the interests of the safety and amenity of future occupants.
- 10 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.
- Reason:** In order to secure satisfactory development and in the interests of the safety and amenity of future occupants.
- 11 The development hereby permitted shall not be occupied until a Certificate of Compliance with the Code for Sustainable Homes has been submitted to the Local Planning Authority. The Certificate shall demonstrate that the development has attained a minimum standard of Level 3 in accordance with the Code.
- Reason:** To ensure the development meets an appropriate level of sustainability measures.
- 12 The development hereby permitted shall not be occupied until all approved hard and soft landscape works have been completed in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice, unless otherwise in accordance with a timetable agreed with the Local Planning Authority. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced before the end of the next planting season with others of species, size and number as originally approved.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

- 13 The premises shall not be occupied before the proposed access and the crossing of the highway verge and/or footway is constructed and laid out in accordance with the approved details.

Reason: In the interests of highway safety.

- 14 The development shall not be brought into use until space for the loading, unloading and parking of vehicles has been provided within the site, surfaced and marked out in accordance with the approved details. Such areas shall thereafter be retained and used solely for those purposes.

Reason: In the interests of highway safety. and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 15 A condition to require the development is carried out in accordance with the approved plans

Reason: - To ensure provision of a satisfactory development.

Appendices

- A. Location Plan and Site Layout
- B. Masterplan Uses
- C. Ground Floor Layout
- D. Elevations
- E. Wrapping Elevation
- F. Perspective