

ITEM 7

APPLICATION NO.	11/02729/OUTN
APPLICATION TYPE	OUTLINE APPLICATION - NORTH
REGISTERED	08.12.2011
APPLICANT	Mr Andrew Trotter
SITE	Land To The Rear Of Former Shepherds Spring County Junior School, Smannell Road, Andover, ANDOVER TOWN (ALAMEIN)
PROPOSAL	Outline - Residential development for 50 dwellings and provision of vehicular access from Smannell Road
AMENDMENTS	
CASE OFFICER	Mr Gregg Chapman

Background paper (Local Government Act 1972 Section 100D)

1.0 INTRODUCTION

- 1.1 The application is referred to Planning Control Committee (PCC) as the Northern Area Planning Committee (NAPC) concluded that the application should be refused where it was advised that the reason for refusal would be likely to result in a risk of an award of costs against the Council if the applicant should lodge an appeal.
- 1.2 The application was considered at the NAPC on 31st May 2012, where it was resolved to refuse the application for the following reason:
- 1. The development is not in accordance with policy TRA05 of the Test Valley Borough Local Plan 2006 because the proposed access would be unsafe for existing and proposed users.**
- 1.3 A copy of the NAPC agenda report is attached at **Appendix A**.
- 1.4 A copy of the NAPC update paper is attached at **Appendix B**.

2.0 PLANNING CONSIDERATIONS

2.1 The main planning considerations are:

- Principle of Development
- Affordable Housing
- Character and Appearance
- Highways
- Residential Amenity
- Public Open Space
- Ecology
- Archaeology
- Contamination
- Drainage
- Other Matters

- 2.2 Those matters that are considered acceptable, and in accordance with the policies of the Borough Local Plan, which were not the subject of the NAPC resolution to refuse the application were, the principle of development, affordable housing, character and appearance of the area, highways matters other than in respect of the access, residential amenity, public open space, ecology, archaeology, contamination, and drainage.
- 2.3 The main other planning consideration is that referred to in the NAPC reason for refusal (as detailed at paragraph 1.2 above) and where it is advised by the Officers that the reason for refusal would be likely to result in a risk of an award of costs against the Council if the applicant should lodge an appeal.

NAPC Reason for Refusal: Unsafe Access

- 2.4 It is the case that the access to the proposed 50 units of housing would pass between the Children’s Centre and the Adult Education Centre. The proposal would result in alterations to the private access to bring the access up to adoptable highway standards to provide a formal roadway.
- 2.5 It is also the case that the number of vehicles passing along the access would increase if permission were granted. The number of movements a day associated with the proposed development would be approximately 170 vehicle movements per day, it is predicted within the supporting transport assessment that during a.m. peak hours (0800 – 0900) this would be approximately 27 movements (8 arrivals and 19 departures), and during p.m. peak hours (1700 – 1800) this would be approximately 31 movements (19 arrivals and 12 departures). This equates to approximately one vehicle movement every two minutes. This number of vehicle movements on a roadway outside of an educational establishment is not unusual, and is lower than the number of movements that would occur outside many schools (the Endeavour School at East Anton, the approved new School at Picket Twenty, Harrow Way School, Winton School) with the road serving only a cul-de-sac, and not as a through road.
- 2.6 The access has good forward visibility along its length, is of appropriate width (5.5 metres) so as to accord with technical guidance for a road of this type (see table 1 below), and has acceptable visibility splays at the Smannell Road junction, that accords with technical guidance in Design Manual for Roads and Bridges (DMRB) as well as Manual for Streets (MfS) as set out in table 2 below. The junctions off the access road to the parking areas and service roads to the Centre’s achieve acceptable visibility splays, again as set out at table 2. An additional condition is considered necessary to ensure that no obstructions (vegetation, walls, etc.) to visibility occur in the area of land to the north of the service access to the Children’s Centre. The proposed revised entranceway to the Smannell Road service road to create a separate access from the access to the Centres and dwellings is considered acceptable in highway safety terms and would represent an improvement from the existing situation where there is more potential for vehicles blocking the path of other vehicles.

Table 1 – Road Width

	Requirement from Manual for Streets	Proposed Width
Access Road	4.8 metres	5.5 metres

Table 2 - Visibility Splays

Junction	Required Visibility Splays from DMRB (metres)	Required Visibility Splays from MfS (metres)	Actual Visibility Splays (metres)
Site/Smannell Road	2.4 x 90	2.4 x 45	2.4 x 70 (traffic side) (see note 1 below) 2.4 x 90 plus (non traffic side)
Access Road/ Children's Centre Car Park	N/A	2 x 25	2 x 58 (traffic side) 2 x 29 (non traffic side) (see note 2 below)
Access Road/ Childrens Centre access road	N/A	2 x 25	2 x 20 (traffic side) (see note 3 below) 2 x 75 (non traffic side)
Access Road/ Education Centre Service Road and Parking Area	N/A	2 x 25	2 x 75 (traffic side) 2 x 25 m (non traffic side) (see note 4 below)

Notes

- 1) To junction with Newbury Road
- 2) To junction with Smannell Road
- 3) To proposed internal junction
- 4) Additional condition required (see condition 29)

- 2.7 The proposed access road arrangement is wide enough for two vehicles to pass each other conveniently. The unconstrained length of the access between its junction with Smannell Road and the bend leading into the internal junction is 82 metres as such it is considered that vehicle speeds would be low (circa 20 mph)
- 2.8 Those persons arriving at the Children's Centre and Adult Education Centre on foot or via cycle could continue to do so in the same manner as they do currently. Footway provision is proposed along the access on both sides. Currently there is only footway provision to the western side of the access.

Works are to be undertaken to the highway network in the vicinity of the site to improve pedestrian/cycle facilities by virtue of existing and proposed commitments. The proposed housing development would secure contributions towards additional improvements to sustainable modes of transport (see paragraph 8.29 to 8.30 of Appendix A).

- 2.9 Those persons arriving by car at the Children’s Centre and parking in the approved car park within that site (see paragraph 4.4 of Appendix A) would use the junction of the access road with Smannell Road as currently. Those using the Smannell Road service road would no longer cross over part of the bell mouth of the existing access road to enter the service road. Pedestrians from these vehicles would not need to cross a road to enter the site and could do so using existing entrances and proposed footways, as they do currently.
- 2.10 Those persons arriving by car at the Adult Education Centre and parking in the approved car park within that site or at the drop off in the lay-by outside of that site (see paragraph 4.1 of Appendix A) would also continue to do so as currently. Pedestrians from these vehicles would not need to cross a road to enter the site and could do so using the existing entrance, as they do currently.
- 2.11 Any persons arriving by car and parking at the Smannell Road service road and then accessing the site by foot would have to cross the access road, as they do currently.
- 2.12 The Children’s Centre and Education Centre are separate entities that operate independently from one another. It is not considered that there would be any significant footfall between the two Centres.
- 2.13 It was raised at the NAPC that Children have been seen to run out of the Adult Education Centre exits on to the current access. It is considered that vehicle speeds would be low and that visibility is sufficient (see table 2 above). The amount of additional traffic using the access road as a result of the proposed residential development is likely to be very low at the time of day when the Adult Education Centre use finishes. As such there is no reason why there would be any significant increase in risk to children, or other road users. It is considered that there is no greater risk associated with the access than at any school where a roadway passes the front of the site, or than at surrounding roads.
- 2.14 There is currently some boundary fencing, railings, and planting along the boundary of both sides of the access. The Adult Education Centre has a front courtyard area that fronts on, and is open to, a section of the current access in front of the building. The Children’s Centre has no fencing around the well planted areas to the front of the building alongside the access, but is otherwise fenced. It is considered necessary for railings/boundary treatment to extend along the length of the access, by extending the existing treatment. Subject to such a condition to secure this prior to the commencement of any development, children could not run out freely from the Adult Education Centre or the Children’s Centre.

2.15 Computer modelling undertaken by the applicant does not predict any queuing along the access, and if any minor queues were to occur, vehicles would be likely to quickly dissipate, and would not be travelling quickly. It is not considered that this would result in significant risk of harm to highway users, including pedestrians.

2.16 The NAPC considered that the increased use of the access would result in a safety issue with an increased risk of accidents. There are none recorded on the access road and only one at the junction of the access road and Smannell Road involving a pedestrian and vehicle in the five year period from 1st April 2007 to 31st March 2012. The expert advice of the Highways Officer of Test Valley Borough Council and the expert advice of the applicants Highway consultant is that the access as proposed is adequate to accommodate existing and proposed users. Based on this expert advice, and the conclusions above, it is considered that if the application were to be refused on the basis of an unsafe access, this could not be evidenced, or substantiated at appeal, and there would be a significant likelihood of an award of costs against the Council.

Parking

2.17 There was discussion at NAPC at the existing parking arrangement for the Children’s Centre and Adult Education Centre, and the revised situation. There would not be any loss of parking for these Centre’s as a result of the proposed residential development. There would be a loss of two spaces within the Smannell Road service road by virtue of the required improvement to create a separate access. The parking provision is as set out in table 3 below.

Table 3 – Existing Parking Provision, and Provision that would result following Development

	Existing	Resultant
Adult Education Centre Parking	18 (14 and four drop off spaces)	18 (14 and four drop off spaces) (no alteration)
Children’s Centre Parking	18 (on access)	19 (within Children’s Centre site) as approved by application 11/02362/HCC3N.
Smannell Road Service Road	14	12
Total	50	49

2.18 37 parking spaces would remain for the Children’s Centre and Adult Education Centre, and a further 12 within the Service Road. The parking standards within the Borough Local Plan 1.5 spaces per classroom for schools, 1.5 spaces per 2 full time staff for day nurseries/playgroup crèches. The supporting text clarifies that this parking allocation caters for staff, visitors and parents.

There are 12 classrooms at the Education Centre, which equates to a requirement for 18 car parking spaces. There is a Nursery that is run from the Children’s Centre, and there are also several other classes/events run at the Centre. From the October 2010 Ofsted report there were 17 staff working at the Nursery. Even if it were presumed that all staff were full time, this would equate to a requirement for only 12.75 parking spaces. There are also 17 Main Children’s Centre Staff, equating to a further requirement for 12.75 parking spaces. The above is set out below at table 4.

It is considered that the parking availability at the Education Centre/Children’s Centre is acceptable, meets, and exceeds the maximum standards, has already been approved by a Local Planning Authority (Hampshire County Council), and would not result in any significant risk of unacceptable parking on the highway.

	Maximum Standard Parking Requirement at Annex 2 of the Borough Local Plan	Total Parking Spaces (to be achieved)
Education Centre	18	18 (14 on site, four within drop off)
Children’s Centre	25.5	31 (19 on site, 12 off site within lay-by)
Total	43.5	49

- 2.19 An area of hard standing within the main part of the application site is currently used for parking by some vehicles. This is not authorised, and is not an approved area for parking.

Other Matters

Alternative Access

- 2.20 Members raised that alternative access arrangements to the site should be considered by the applicant. The application is as proposed, and must be considered on it’s own merits.

Housing Land Supply

- 2.21 Within the NAPC agenda (Appendix A) it was explained at paragraph 8.5 that the Council can not demonstrate a 5 year land supply, and additional 5% buffer required by the NPPF (5.25 year requirement). This statement is correct based on the Council’s own calculations within the emerging Core Strategy where only a 4.98 year supply can be demonstrated to 2031. As an emerging document this can only be afforded limited weight. Based on the South East Plan, which is to be revoked, but remains the statutory development plan, a 5.36 year land supply can be demonstrated to 2026.

- 2.22 Whilst the above must be noted the site is within the built up area, and the principle of the development is acceptable.

3.0 CONCLUSION

- 3.1 It is considered that the use of the existing access, which is to be altered to adopted highway standards, would provide adequate access to the site taking account of the existing users and proposed development. It is considered that a reason for refusal based on unsafe access could not be substantiated at appeal and would be likely to result in an award of costs against the Council.

**4.0 RECOMMENDATION OF NORTHERN AREA PLANNING COMMITTEE
REFUSE for the reason:**

1. The development is not in accordance with policy TRA05 of the Test Valley Borough Local Plan 2006 because the proposed access would be unsafe for existing and proposed users.

**5.0 RECOMMENDATION OF HEAD OF PLANNING AND BUILDING
OUTLINE PERMISSION, subject to:**

1. Applications for the approval of all the reserved matters referred to herein shall be made within a period of three years from the date of this permission. The development to which the permission relates shall be begun not later than which ever is the later of the following dates:
 - i) five years from the date of this permission: or
 - ii) two years from the final approval of the said reserved matters, or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To comply with the provision of S.92 of the Town & Country Planning Act 1990.

2. Approval of the details of the layout, scale and appearance of the buildings, and the landscaping of the site (herein after called "the reserved matters") shall be obtained from the local planning authority in writing before any development is commenced.

Reason: To comply with Article 4 of the Town and Country Planning (General Development Procedure) Order 1995 (or any order revoking and re-enacting that Order).

3. No development shall take place until samples and details of the materials to be used in the construction of all external surfaces hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure the development has a satisfactory external appearance in the interest of visual amenities in accordance with Test Valley Borough Local Plan 2006 policy DES07.

4. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings are occupied. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the works undertaken maintain the appearance of the site and enhance the character of the development in the interest of visual amenity and contribute to the character of the local area in accordance with Test Valley Borough Local Plan 2006 policies DES10 and AME01.

5. No development shall commence until proposals for the provision of car parking in accordance with the maximum standards in Annex 2 of the Test Valley Borough Local Plan 2006 have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved parking has been provided and made available for use and the parking spaces shall thereafter be retained for vehicle parking purposes at all times.

Reason: In order to ensure the development contributes towards achieving a sustainable transport system and in accordance with Test Valley Borough Local Plan 2006 policy TRA02.

6. Development shall be commenced until the Local Planning Authority shall have approved in writing, details of:

- a) the width, alignment, gradient and surface materials for any proposed roads including all relevant horizontal and longitudinal cross sections showing existing and proposed levels
- b) the type of street lighting including calculations, contour illumination plans and means to reduce light pollution
- c) the method of surface water drainage including local sustainable disposal.

Reason: To ensure that the roads, footway, footpath, street lighting and surface water drainage are constructed and maintained to an appropriate standard to serve the development in accordance with Test Valley Borough Local Plan 2006 policies TRA06.

7. Prior to the commencement of development full details of the layout for the parking and manoeuvring onsite of contractor's and delivery vehicles during the construction period shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the commencement of development and retained for the duration of the construction period.

Reason: In the interest of highway safety in accordance with Test Valley Borough Local Plan 2006 policies TRA05 and TRA09.

8. At least the first 4.5 metres of any drive or vehicle parking area measured from the access point at the nearside edge of the carriageway of the adjacent highway shall be surfaced in a non-migratory material prior to the use of the access commencing and retained as such at all times.

Reason: In the interest of highway safety in accordance with Test Valley Borough Local Plan 2006 policies TRA05 and TRA09.

9. The development hereby permitted shall not be occupied until provision for 96 long stay, and 50 short stay cycle parking/storage spaces has been made, in accordance with details that shall have first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be maintained for this purpose at all times.
Reason: In the interest of providing sufficient safe parking for cyclists and in accordance with the Test Valley Local Plan 2006 policy TRA02.
10. Any single garage shall measure 6 metres by 3 metres internally and be constructed as such and made available for the parking of motor vehicles at all times.
Reason: In the interest of highway safety in accordance with Test Valley Borough Local Plan 2006 policy TRA02.
11. Notwithstanding the submitted Residential Travel Plan (at Annex H of the JMP Consultants Ltd) Transport Assessment, a Residential Site Travel Plan shall be submitted to and approved in writing prior to the first use of the building hereby permitted. The plan shall include details of implementation, monitoring and will form part of an annual review process.
Reason: To reduce the level of car-borne traffic in accordance with Test Valley Borough Local Plan 2006 Annex 2 and the National Planning Policy Framework.
12. No development whatsoever shall commence until such time as the highway works set out below have been completed:
- The works to the entrance to the Smannell Road lay-by access, as shown on plan Y0369-120512-revised.
 - The relocation of the parking provision for the Children's Centre, as shown on Hampshire County Council plan 502727/001 revision A 'General Arrangement' drawing (dated November 2007) submitted at appendix 11 of the submitted Design and Access Statement, as approved by application 11/02362/HCC3N.
- Reason: In the interest of highway safety in accordance with Test Valley Borough Local Plan 2006 policy TRA01, TRA05, TRA06 and TRA09.
13. No development shall take place (including site clearance within the application site/area indicated red, until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological work, in accordance with a written brief and specification for a scheme of investigation and mitigation, which has been submitted by the developer and approved in writing by the Local Planning Authority.
Reason: The site is potentially of archaeological significance in accordance with Test Valley Borough Local Plan 2006 policy ENV11.

- 14. Notwithstanding the submitted details, no development whatsoever shall take place until full details of hard and soft landscape works including planting plans; written specifications (stating cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation programme has been submitted to and approved in writing by the Local Planning Authority. These details shall also include; proposed finished levels or contours; details of parking within parking courts; means of enclosure and hard surfacing materials. The landscape works shall be carried out in accordance with the implementation programme.
Reason: To improve the appearance of the site and enhance the character of the development in the interest of visual amenity and contribute to the character of the local area in accordance with Test Valley Borough Local Plan 2006 policy DES10.**
- 15. No development shall take place until a schedule of landscape maintenance for a minimum period of 10 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.
Reason: To ensure that the works undertaken maintain the appearance of the site and enhance the character of the development in the interest of visual amenity and contribute to the character of the local area in accordance with Test Valley Borough Local Plan 2006 policy DES10.**
- 16. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas and an implementation programme, shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. The approved management plan shall be carried out in accordance with the implementation programme.
Reason: To improve the appearance of the site and enhance the character of the development in the interest of visual amenity and contribute to the character of the local area in accordance with Test Valley Borough Local Plan 2006 policy DES10.**
- 17. Notwithstanding the submitted details as shown on the indicative layout plan Y0369-111028-ajt, there shall be a planted landscaping belt to the northern and western site boundaries of not less than four metres in width. Details of this landscaping shall be submitted in accordance with the requirements of conditions 15 and 16 as above.
Reason: To ensure that the works undertaken maintain the appearance of the site and enhance the character of the development in the interest of visual amenity and contribute to the character of the local area in accordance with Test Valley Borough Local Plan 2006 policy DES10.**

18. **No development (including site clearance and any other preparatory works) shall take place until a scheme detailing how trees shown on the approved plans to be retained are to be protected has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include a plan showing the location and specification of any protective fencing, ground protection or other precautionary measures as informed by British Standard 5837:2012. Such protection measures shall be installed prior to any other site operations and at least 2 working days notice shall be given to the Local Planning Authority. Tree protection installed in discharge of this condition shall be retained and maintained for the full duration of works or until such time as agreed in writing with the Local Planning Authority. No activities whatsoever shall take place within the protected areas without the prior written agreement of the Local Planning Authority.**
Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with Test Valley Borough Local Plan 2006 policy DES08.
19. **Woodland Management shall be carried out in accordance with the RPS ‘Woodland Management Recommendations’ document accompanying the outline planning application. Details of implementation and management responsibilities shall be submitted in accordance with conditions 16 and 17 as above.**
Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with Test Valley Borough Local Plan 2006 policy DES08.
20. **Prior to the commencement of the development hereby approved, a Biodiversity Management Scheme shall be submitted to and approved in writing by the Local Planning Authority, detailing the location and design of bird and bat boxes.**
Reason: To avoid impacts to protected species and to conserve and enhance biodiversity in accordance with policy ENV05 of the Test Valley local plan, the National Planning Policy Framework and the Natural Environment and Rural Communities Act 2006.
22. **No development shall commence until such time as detail of the reptile receptor area including relevant habitat enhancements and its long-term management have been submitted to and approved in writing by the Local Planning Authority, as outlined in the Extended Phase 1 Habitat Survey Report and Reptile Survey Report (RPS, December 2010) report. Reptile translocation and clearance shall then take place in accordance with this approved detail, and in respect of the requirements of condition 23.**
Reason: To avoid impacts to protected species and to conserve and enhance biodiversity in accordance with policy ENV05 of the Test Valley Local Plan 2006, the National Planning Policy Framework, and the Natural Environment and Rural Communities Act 2006.

- 23. Development shall be carried out in accordance with the measures contained within the Extended Phase 1 Habitat Survey Report and Reptile Survey Report (RPS, December 2010) in respect of the trapping, translocation and clearance of the site with respect to reptiles and nesting birds as set out in paragraphs 6.3-6.4 (nesting birds) and 6.9-6.16 (reptiles) report and the Biodiversity Management Scheme that shall have been submitted in respect of condition 20.**
Reason: To avoid impacts to protected species and to conserve and enhance biodiversity in accordance with policy ENV05 of the Test Valley Local Plan 2006, the National Planning Policy Framework, and the Natural Environment and Rural Communities Act 2006.
- 24. Piling using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details**
Reason: The site lies within the groundwater Source Protection Zone 1 for the Smannell Road abstraction and Andover Public Water Supply. The depth to the water table is likely to be limited (5 to 10 metres). There is a potential risk of turbidity from any works carried out at the site below the water which could impact potable supplies. In accordance with policy HAZ03 of the Test Valley Borough Local Plan 2006.
- 25. The development hereby permitted shall not be commenced until such time as a scheme to dispose of surface water has been submitted to and approved in writing by, the Local Planning Authority. The scheme shall be implemented in accordance with the approved details. The use of porous paving will only be acceptable if suitable pollution prevention measures can be incorporated and a risk assessment demonstrates that the proposals do not pose a risk to groundwater.**
Reason: The site lies within the groundwater Source Protection Zone 1 for the Smannell Road abstraction and Andover Public Water Supply. Section 4.4 of the Preliminary Drainage Strategy Report submitted with the application suggests that porous paving may be used on private driveways. In accordance with policy HAZ03 of the Test Valley Borough Local Plan 2006.
- 26. No development whatsoever shall commence until such time as a scheme of noise mitigation measures to include a 2 metre wall to the western boundary of the site, inside of the four metre landscape belt required in accordance with condition 17, has been submitted to and approved in writing by the Local Planning Authority. The noise control measures shall also include details of the acoustic performance for windows in upper floor rooms, and any mechanical ventilation for any bedrooms where this would be necessary to ensure that a noise exposure level of no higher than 63LAeq,T dB is achieved between the hours of 0700 and 2300, and 57LAeq,T dB is achieved between the hours of 2300 and 0700. Development shall be carried out in accordance with the approved details.**

Reason: To ensure acceptable living conditions are provided for the future occupants of the development in accordance with Test Valley Borough Local Plan 2006 policies AME01, AME04, South East Plan 2009 policy NRM10, and the National Planning Policy Framework.

- 27. The dwellings hereby permitted shall achieve Level 3 of the Code for Sustainable Homes. No dwelling shall be occupied until a final Code Certificate has been issued for it certifying that Code Level 3 has been achieved**

Reason: To ensure an appropriate form of Sustainable Housing development in accordance with policy CC4 of the South East Plan 2009 and the National Planning Policy Framework.

- 28. No development shall take place until details, including plans and cross sections, have been submitted to and approved in writing by the Local Planning Authority of the existing and proposed ground levels of the development and the boundaries of the development plot, and the height of the ground floor slabs and damp proof courses in relation thereto. The works shall be carried out in accordance with the approved details.**

Reason: To ensure satisfactory relationship between the new development and the adjacent buildings, amenity areas and trees in accordance with Test Valley Borough Local Plan 2006 policies AME01, AME02, DES06.

- 29. Prior to the commencement of development the visibility splays, hatched green on the approved plan shall be provided. Nothing within the approved visibility splays shall exceed 1.0 metres above the level of the existing carriageway (including the land level and any walls, fences and vegetation). Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) these visibility splays shall be maintained in accordance with the above details at all times.**

Reason: In the interest of highway safety in accordance with policy TRA06 and TRA09 of the Test Valley Borough Local Plan 2006.

- 30. No development whatsoever including any works to the access shall commence until such time as details have been submitted to and approved in writing of new boundary treatment to the Adult Education Centre, and Children’s Centre at the boundary with the access, and that boundary treatment has been installed in accordance with the approved details. The boundary treatment shall thereafter be retained in accordance with the approved details.**

Reason: In the interests of the safety of highway users and pedestrians in accordance with policy TRA09 of the Test Valley Borough Local Plan 2006.

Notes to Applicant:

- 1. The following policies in the Development Plans are relevant to this decision:**

South East Plan – May 2009: Policies SP3 (Urban Focus and Urban Renaissance), CC1 (Sustainable Development), CC2 (Climate Change), H4 (Type and Size of New Housing), H5 (Housing Design and Density), T4 (Parking), NRM10 (Noise).

Test Valley Borough Local Plan (TVBLP); Policies - DES01 (Landscape Character), DES02 (Settlement Character), DES05 (Layout & Setting), DES06 (Scale, Height & Massing), DES07 (Appearance, Detail and Materials), DES08 (Trees and Hedgerows), DES09 (Wildlife and Amenity Features), DES10 (New Landscaping), AME01 (Privacy & Open Space), AME02 (Sunlight and Daylight), AME03 (Artificial Light Intrusion), AME04 (Noise and Vibration), AME05 (Unpleasant Emissions), ENV01 (Biodiversity and Geological Conservation), ENV05 (Protected Species), ENV11 (Archaeology and Cultural Heritage), TRA01 (Travel Generating Development), TRA02 (Parking Standards), TRA04 (Financial Contributions Towards Highways Infrastructure), TRA05 (Safe Access), TRA06 (Safe Layouts), TRA09 (Highway Impact), SET01 (Housing within Settlements), ESN03 (Housing Types, Density and Mix), ESN21 (Retention of Recreational Areas and Facilities), ESN22 (Public Recreational Open Space Provision), ESN30 (Infrastructure Provision with New Development), HAZ02 (Flooding), HAZ03 (Pollution), HAZ04 (Land Contamination).

2. The decision to grant outline planning permission has been taken because the development is in accordance with the policies of the Development Plan. The re-development of the former children's playing fields to provide 50 dwellings, including 20 affordable houses is acceptable in principle. The only matter that is not in outline, and would not be subject of future reserved matters approval is the access. The access was granted planning permission, as is now shown with this proposal, by the County in approving the relocation of the parking from the access to within the Education Centre and Children's Centre. The access and junctions in the vicinity are within capacity so as to accommodate the proposed development without any harm to highway safety. Whilst the layout, appearance, scale, and landscaping are reserved matters, it is considered that the submitted indicative layout demonstrates that 50 dwellings can be readily accommodated at the site, without detriment to the character and appearance of the wider area and without harm to the residential amenity of neighbouring properties. The density of the proposed development is 35 dwellings per hectare which is in keeping with surrounding development and acceptable. Contributions have been secured in respect of public open space (where provision is not to be made on site) and infrastructure, in respect of highway matters to mitigate the impact of the additional movements within the vicinity, and to secure affordable housing. The development is considered acceptable in other regards including in respect of ecological matters, archaeology, contamination, drainage and crime. This informative is only intended as a summary of the reason for the grant of planning permission. For further details on the decision please see the application report which is available from the Planning and Building Service.

3. **Please note the illustrative Masterplan has been used for illustrative purposes only. The identified layout is not accepted by the Local Planning Authority, in particular because of the implications for landscaping.**
 4. **A formal application for connection to the public sewerage system is required in order to service this development, please contact Atkins Ltd, Anglo St James House, 39A Southgate Street, Winchester, SO23 9EH, or www.southernwater.co.uk**
 5. **Should a surface water public sewer be required, the requisition procedures set out in the Water Industry Act 1991 may be appropriate. The applicant is advised to contact Atkins Ltd, Anglo St James House, 39A Southgate Street, Winchester, SO23 9EH, or www.southernwater.co.uk**
 6. **A formal application for connection to the water supply is required in order to service this development. Please contact Atkins Ltd, Anglo St James House, 39A Southgate Street, Winchester, SO23 9EH, or www.southernwater.co.uk**
 7. **No vehicle shall leave the site unless its wheels have been sufficiently cleaned as to minimise mud being carried onto the highway. Appropriate measures, including drainage disposal, should be taken and shall be retained for the construction period. Non compliance may breach the Highway Act 1980.**
 8. **With regard to the above condition on the submission of highway details, they should be designed to enable an appropriate body in due course to adopt the roads, footway, footpath, cycleway, street lighting and surface water drainage network. The adoption of street lighting and surface drainage will be subject to appropriate arrangements for its maintenance.**
 9. **The proposal appears to involve a structure either under or adjacent to the existing/future highway. You are advised to contact the Group Engineer (Bridges), County Surveyors Department, Hampshire County Council, The Castle, WINCHESTER, SO23 8UD (01962 841841) to obtain approval in principle prior to the development commencing.**
 10. **In respect of condition 5 as set out above, based on the indicative layout shown, and the house types proposed, the maximum parking standard for parking would be 102 spaces.**
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APPENDIX A

Officer's Report to Northern Area Planning Committee – 31 May 2012

APPLICATION NO.	11/02729/OUTN
APPLICATION TYPE	OUTLINE APPLICATION - NORTH
REGISTERED	08.12.2011
APPLICANT	Mr Andrew Trotter
SITE	Land To The Rear Of Former Shepherds Spring County Junior School, Smannell Road, Andover, ANDOVER TOWN (ALAMEIN)
PROPOSAL	Outline - Residential development for 50 dwellings and provision of vehicular access from Smannell Road
AMENDMENTS	<ul style="list-style-type: none">• Amended Reptile/Ecology Survey submitted 10 January 2012• Statement in respect of Education Centre and Children's Centre Parking Arrangements received 25 January 2012• Technical Highways Note on capacity tests of the Smannell Road//Newbury Road (A343) junction received 18 April 2012
CASE OFFICER	Mr Gregg Chapman

Background paper (Local Government Act 1972 Section 100D)

1.0 INTRODUCTION

1.1 The application is presented to the Northern Area Planning Committee at the request of the three Ward Members, for reasons:

- The wider public interest – an extra 50 dwellings will have a significant impact on existing local residents and as it is such a large application it should be formally debated.
- As there is to be access off of Smannell Road, there are highways matters which should be decided at a planning committee.

2.0 SITE LOCATION AND DESCRIPTION

2.1 The application site is located within the built up area of Andover for Planning Policy purposes, and is the former playing fields of the Shepherds Spring Junior School, which closed in 2008, as part of a strategic review of school provision in the area. The existing, former school buildings, which are not part of the current application site (and are sited to the south of it) now accommodate the 'Andover Education Centre' and 'Spring Meadow Children's Centre'. The remaining surplus land is the subject of the application.

2.2 Vehicular access to the site is provided from Smannell Road to the south, via a current private roadway that serves the Education Centre, and Children's Centre and the parking associated with these uses. The length of the access from Smannell Road to the southern boundary of the application site is approximately 80 metres.

- 2.3 The application site is largely set to grass, the previous use having been playing fields, with a hard standing (former playgrounds) to the west and south of the site. There are two existing main groups of trees within the application site, one to the west of the site, around the playground, and one to the eastern/south-eastern boundary. The group of trees to the eastern boundary, and along the eastern part of the southern boundary are subject to a Tree Preservation Order (TPO.TVBC.0968).
- 2.4 The trees that are within the highway verge of Newbury Road, are outside of the application site, beyond the existing wire mesh fencing.
- 2.5 There is residential development beyond the site boundaries to the east (Tiberius Road) and north (Caesar Close and Trajan Walk), with the aforementioned Education Centre, and Children’s Centre to the south, and the A343 Newbury Road to the west, with the residential development at King Arthurs Way beyond.
- 2.6 To the east of the site, beyond the tree belt and wire mesh boundary fencing, and before the rear gardens of the residential development at Tiberius Road (i.e. forming the boundary with the site), is a public footpath that links Smannell Road and the footpath at Augustus Walk.
- 2.7 To the north of the site, prior to the residential development at Caesar Close and Trajan Walk, forming the boundary with the application site, is the public footpath Augustus Walk. The northern site boundary is, apart from the chain link fencing which provides a physical barrier, but with views through, relatively open, with only a few individual/small groups of trees. Just beyond the western part of the northern boundary, the Augustus Walk footpath rises, in the form of a grass bund, to create a pedestrian footbridge crossing of the Newbury Road, the bridge links to the residential development at King Arthurs Way.
- 2.8 The site level decreases from north to south and west to east. The level of the site decreases from the north western corner, to the south eastern corner by approximately 6 metres.
- 2.9 The width of the site (east to west) is approximately 185 metres, and the depth (north to south), excluding the site access, is approximately 77 metres. The application site area (excluding the site access) is approximately 1.42 hectares.
- 3.0 **PROPOSAL**
- 3.1 The application seeks outline planning permission for the erection of 50 dwellings, together with the provision of vehicular access from Smannell Road.
- 3.2 The proposal is in Outline form with only matters of “access” submitted for approval at this stage. All other matters (“Layout”, “Appearance”, “Landscaping” and “Scale”) are reserved for later approval.

3.3 The application is supported by indicative details in relation to the layout, and scale of the buildings. 30 private dwellings are proposed (16 two bedroom houses, one two bedroom flat, seven three bedroom houses, and four houses with four bedrooms or more). 20 affordable dwellings are proposed (four one bedroom flats, 10 two bedroom houses, five three bedroom dwellings, and one four bedroom house).

The supporting Design and Access Statement shows the maximum height of each of the proposed dwellings, the tallest of which, based on the greatest roof pitch, is 9.0 metres, and the shortest, based on the greatest roof pitch) is 7.3 metres. Based on the shallowest potential roof pitches, the range in heights would be between 8.15 metres and 6 metres.

3.4 The application proposes a revised access road arrangement, with footways, with the intention of changing the access from a private internal access to an adopted public highway to provide access to the proposed housing development. The current parking arrangements for the Children's Centre (19 spaces on the current site access) are to be re-located within the Children's Centre site. This all already benefits from permission (see paragraphs 4.3 - 4.4). A new parking area (14 new spaces), and a new drop off area have recently been constructed for the Education Centre (see paragraph 4.1). A net gain of 14 spaces from the previous school use would be achieved.

3.5 The application is supported by:

- Design and Access Statement
- Planning Statement
- Noise Assessment
- Affordable Housing Statement
- Background Information details for Sport England
- A Transport Statement
- Technical Highways Note on capacity tests of the Smannell Road//Newbury Road (A343) junction
- Ground Investigation Report
- Flood Risk Assessment
- Drainage Strategy Report
- Woodland Management Plan
- A reptile survey and phase 1 ecology report
- Parking Statements

3.6 A screening opinion has been adopted by the Local Planning Authority that the proposed development is not development that requires the submission of an Environmental Impact Assessment.

4.0 HISTORY

4.1 07/03561/HCC3N - Relocation of car parking, creation of "drop off" point, provision of fenced multi use games area, and provision of new and improved fencing – COUNTY MATTER APPLICATION – Permission, February 2008.

- 4.2 09/00589/HCC3N - Following the closure of the former Shepherds Spring Infant School in July 2008, this application seeks permission for the re-cladding of the building, together with the construction of some external canopies and landscaping, to enable its educational use as a Childrens Centre – COUNTY MATTER APPLICATION – Permission, May 2009.
- 4.3 10/02422/HCC3N - Relocation of existing car parking spaces, within the children's centre site, including associated landscaping and fencing. No additional parking is proposed – COUNTY MATTER APPLICATION – Permission, November 2010.
- 4.4 11/02362/HCC3N - Relocation of existing car parking spaces within children's centre site, including associated landscaping and fencing – COUNTY MATTER APPLICATION – Permission, December 2011.

5.0 CONSULTATIONS

- 5.1 **Policy** – No objection, subject to contributions towards on site and off site public open space provision.
- 5.2 **Landscape** – No Objection, subject to conditions.
- 5.3 **Trees** – No objection, subject to conditions
- Grouping of small trees clustered along eastern boundary serve as screen between site and existing development to the east, subject to Woodland TPO. Individual trees of generally poor quality, but collectively merit is high. Trees outside the TPO have been assessed as not warranting further consideration as constraints to layout planning.
 - Proposal allows for the retention of the TPOd trees and the amenity they afford. Proposed management of those groups of trees to be retained also appropriate.
 - Tree protection conditions necessary.
- 5.4 **Highways** – No objection, subject to conditions, a contribution towards offsite highway infrastructure, and a lorry routing agreement for construction vehicles:
- On 2 May 2012 TVBC carried out a turning count for vehicles emerging from Smannell Road on to A343 Newbury Road and a queue length record every 3 minutes, both surveys were carried between the hours of 0800 and 0900. The results are as follows :-
 - During the hour some 549 vehicles turned into Newbury Road, of these 443 turned left towards Andover Town centre and 106 turned right. In addition the average queue length was 5 vehicles, ranging from 0 to 15. There was only one viewing of this number of cars. At the start of every 3 minute period the previous queue had all entered Newbury Road.
 - One of the surveyors observed - when a large vehicle reached the front of the queue other vehicles were unable to leave Smannell Road because of the limited flare at the approach to the roundabout.

History of this junction is as follows :-

- The initial TA submitted in support of the Planning Application for the Shepherds Spring site identified queuing traffic along Smannell Road in the AM peak as being an issue. Given that the work undertaken in support of the development at East Anton did not identify this as a significant issue the TA was questioned and the applicant was asked to undertake further assessment work.
- A technical note was prepared by the applicant to specifically look at the Smannell Road/Newbury Road roundabout. This assessment was based on a traffic survey at the junction undertaken in 2010. The traffic generated from the development at East Anton has then been added onto the surveyed traffic flows from 2010 and an allowance has been made for the number of houses that were occupied at East Anton in 2010 to avoid double counting.
- The difference between the initial assessment and the revised assessment is a result of the initial modelling having been undertaken on the existing layout of the Smannell Road roundabout as opposed to the improved layout and higher traffic flow figures that were assumed from the development at East Anton that have not been realised. The improvements include the footway and cycleway works but also improvements to the central island and the Newbury Road northern arm of this junction.
- The revised assessment shows that there will be a queue on Smannell Road in the AM peak but the maximum extent of this queue is approximately 18 vehicles (spread across a single lane and flare) even with the development traffic from East Anton and Shepherds Spring. This is likely to be an over estimate of the queue that will occur as ARCADY cannot accurately predict queue lengths when the arm of a junction begins to approach its capacity. That said the survey carried out yesterday did show one incident of a queue in this order which dissipated within 3 minutes.

It should be noted that Smannell Road currently provides the only access from the East Anton development to Andover and currently serves 550 dwellings. In the future accesses will be opened up along Viking Way/Roman Way and at Finkley Arch and therefore only approximately 1000 - 1100 dwellings from East Anton will be served from Smannell Road. Yesterday's survey in the AM peak confirmed there is very limited queuing on Smannell Road. Even with the additional traffic from the development at East Anton (i.e. the extra 450 - 550 dwellings) and from the Shepherds Spring site it is still considered that the roundabout will operate within capacity and there will only be short periods where limited queuing occurs. In reality when the East Anton development is built out and should the number of of queuing vehicles significantly increase there will be a spread of the queue over a greater time period, known as peak hour spread.

- The applicant has agreed to enter in to a Section 106 Agreement to secure contributions towards local improvement works which would normally be reserved for non car modes of transport, an element of this could be reserved for an improvement to the capacity of this junction if unacceptable queuing were to be experienced in the next ten years.

- The development of the Shepherds Spring site will have a minimal impact on the junction in the peak hours (adding between 1 and 4 vehicles to the maximum queue).
- In these circumstances, the Highway Authority would be unable to sustain a reason for refusal based on the impact of the Shepherds Spring development on the Smannell Road/Newbury Road roundabout and therefore I have to confirm a recommendation of no objection subject to conditions and notes as previously advised.

Contribution

Funding is in place for providing a controlled crossing of Smannell Road east of the access and across Newbury Road from other development. Contribution is towards a scheme for the A343 Newbury Road to introduce signal controlled crossing(s) and associated footways to link to a new pedestrian entrance to the Knights Enham schools complex is required to be paid prior to 15th occupation and if paid after the signing of the agreement will be subject to Retail Price Index (RPI) from 1st April 2011. The contribution is necessary to make the development acceptable in planning terms because there are currently inadequate pedestrian facilities along the A343 Newbury Road and the infrastructure it will fund is identified in the Andover Access Plan SPD (April 2009). The contribution is directly related to the proposed development because it will link the site directly to Knights Enham Infant and Junior School, bus stops and King Arthur's Way local centre and occupiers of the development will directly benefit from the infrastructure. The contribution is fairly and reasonably related in scale and kind to the proposed development because is calculated with reference to the actual increased number of new multi-modal trips which will be generated by the development.

Other Matters

- Should parking restrictions be required on the highway, funding is available for its consideration of measures should the need arise.
- As shown, there is potential conflict between an eastbound car on Smannell Road pulling into the lay-by coming into conflict with a car exiting the new development approaching the give way. This potential conflict would be removed if the lay-by entrance was separate from the access road serving the development site. You may want to ask the applicant for a revised plan to overcome this issue.

5.5 **Health Promotion** – Comment:

Consider most suitable approach in dealing with open space provision on site would be to agree an off-site contribution for Formal Sports and Children's Play provision, as neither can be accommodated adequately on site. Subject to layout I believe that parkland can be accommodated on site but I would like to see this incorporated into the development and not on the periphery.

5.6 **Community Development** – No objection.

5.7 **Housing** – No objection, subject to a 40% affordable housing contribution (with a mix of 70% rented and 30% low cost home ownership).

5.8 **Env. Protection** – No objection, subject to condition.

- The main constraint to development from an Environmental Health perspective is road traffic noise, with the western end exposed to the A343 (Newbury Road) traffic. In this respect, the application is accompanied by a noise assessment report. To mitigate against noise, three options for acoustic fencing are presented. I recommend either of options 2 or 3, but not option 1. The reason is that option 1 does not provide noise protection for bedrooms on the first floor.
- Options 2 and 3 bring all parts of the development in to PPG24 Noise Exposure Category B at worst, which is still an undesirable level of noise exposure, but not so noisy as to warrant refusal or else a high level of noise protection measures. Therefore, in respect of those properties falling within Noise Exposure Category B, some additional noise protection measures would be appropriate, for example a specification of glazing to ensure WHO internal noise guidelines are met with windows closed, combined with some means of sound-attenuating ventilation. This should be the subject of an agreed noise mitigation scheme, which I suggest be dealt with by condition.
- The specification of the acoustic fencing and provision for its maintenance should also be covered by the noise mitigation scheme condition.
- Submitted ground investigation report gives a reasonable indication that the site is not contaminated significantly.

Following a third party objection in respect of an increase in traffic level since the report was carried out in 2008 the Environmental Protection Officer comments that:

- I noticed the age of the assessment when looking at the application but decided that it is unlikely that traffic flow has changed so dramatically so as to change the findings significantly.

Traffic noise is surprisingly insensitive to high percentage changes in volume. For example, it would take a 100% increase in like for like traffic to result in a 3dB increase and a 25% increase would push noise levels up by only 1 dB. Traffic flow estimates for 2008 and 2011 could of course be obtained from HCC if this remained a bone of contention, but in my view the likely error from using a 2008 assessment is likely to be insignificant in this case, less than 1dB.

5.9 **Env. Agency** – No objection, subject to conditions.

5.10 **HCC Archaeology** – No objection, subject to conditions

- Whilst the submitted survey identified archaeological features that will be encountered during the development, these do not represent an overriding constraint. An archaeological investigation of features on site should be conditioned.

5.11 **HCC Highways** – Due to the size of the development, highways advice should be provided by your engineers under the terms of the Development Control Agency Agreement.

5.12 **HCC Ecology** – No objection, subject to condition.

Following a third party objection in respect of a concern over the age of the survey work, the County Ecologist comments that:

- The age of any surveys submitted to support a planning application is considered. The reptile survey was carried out in summer 2010, so the situation may have changed a bit in the 2011 season. In this case, only a small population of slow worms was found, and given the area and type of habitat it is unlikely that the population would increase a great deal in the intervening period. The dynamics of the site might well mean that as it may be unmanaged for a couple of years, this situation may change a bit, but the mitigation strategy is acceptable and robust enough to accommodate any short term changes.
- For information, Natural England advise that surveys should not be more than 2-3 years old for larger developments.

5.13 **HCC Children's Services** – Support

As this application forms part of our approved strategy for education facilities in Andover, I have no comments on the application.

5.14 **Southern Water (Atkins)** – Comments:

- Southern Water can provide foul sewage disposal to service the development.
- Southern Water can provide a water supply to the site.
- There is inadequate capacity in the local network to provide surface water disposal to service the proposed development. The proposed development would increase flows to the public sewerage system, and any existing properties and land may be subject to a greater risk of flooding as a result. We advise the applicant to investigate alternative means for surface water disposal; considering either discharge to an available watercourse, or discharge to soakaways. The planning application form makes reference to drainage using Sustainable Urban Drainage Systems (SUDS).
- Where a SUDS scheme is to be implemented, details should; specify responsibilities, specify a timetable for implementation, and provide a management and maintenance plan (including arrangements for adoption by any public authority or statutory undertaker). Details should be secured through condition.

5.15 **Sport England** – No objection:

- Understand that the playing field land lost as a result of the proposed development has been replaced with new playing field land at the new East Anton Primary School as part of a wider strategic review of educational provision. The new East Anton Primary School, once fully complete, will provide a net gain in playing field land over that being lost as a result of the proposed development. It is also understood that the playing field provision at East Anton Primary School will be made available to the community to use on a bookable basis. As such, Sport England is satisfied that the proposed development, whilst resulting in the loss of playing field land, is in accordance with exception E4 (Replacement Equivalent Provision) of Sport England's Playing Field Policy (Retention of Playing Fields).

5.16 **Police – Crime Prevention Design Advisor – Support:**

- There are no crime and disorder concerns at this stage of the application.

6.0 **REPRESENTATIONS**

6.1 **Town Council – Objection.**

Original Comments:

- **Traffic Impact:** The Children’s Centre is located in an area of deprivation and it cannot cope with the current volume of parking.
- There is not adequate provision of parking space at the current day centre.
- From the papers received there is no evidence of a traffic survey having been carried out for movements at the entrance/egress of the day centre.
- The sightlines from the proposed development are not adequate.
- With the completed development at Augusta Park there will be increased volume of traffic on already busy roads in the area.
- The entrance/egress road from the development is not adequate in width to allow two cars to pass.
- There is no provision of boundary fencing for the day centre and the school, this raises concern for the safety and security of the children attending.
- There is no provision of play space in the proposed development.
- The development will be overlooked from the footbridge.
- Proposed flats located above the garages will overlook directly on to the education centre.
- There is no mention of how the roots of trees will be protected from the development.

The proposed development provides no parking allocation for visitors.

Additional Representation from Town Council:

- This planning application is asking you to approve an access road between two education centres be turned into a public road.
- On any day you will see between 40-60 cars parked along the access road and what was an overflow car park, along with cars in the lay-by and in the Church Centre.
- With over 60 staff working in the two centres plus extra tutors and outreach workers, the present parking is barely able to cope. Taxis bring children to the education centre throughout the morning, dropping them along the access road. Parents from as far as Linkenholt, Shipton Bellinger and Faberstown use the sure start centre. Parents from the nursery travel from as far as Gallaghers Mead. As you can imagine this is as very busy site.
- At the present moment there is no boundary fence for either establishment along this access and no proposal to erect a boundary along this new roadway has been put forward.
- The Town Council have highlighted concerns about the traffic impact and sightlines of this site. I would like to draw your attention to page 55 of the main agenda report. This shows the position of the lay-by on Smannell Road in relation to the road into this site.

- Exiting from the site onto Smannell Road it is only when you reach the existing gateway that you can see cars travelling along Smannell Road. This is the first chance you will see cars about to manoeuvre into the access road or about to swing across the development access road and cut in front of you to park in the lay-by.
- When you travel onto the end of the roadway, which is where the visibility splays have been calculated from, you have already passed the entrance into that lay-by.
- The Transport Assessment focussed on the roundabout on Newbury Road at least 100 metres from the site entrance. The existing traffic flow in and out of the site was not considered. It is predicted that an extra 356 journeys will be made by the development on top of the existing journeys Highways have commented that they consider the network inadequate in its present state to accommodate the forecasted trips generated for the development.
- The proposal before Committee does not show improvements to address this inadequacy. Highways have noted the PV2 is insufficient for a pedestrian crossing on Smannell Road which might have addressed some the inadequacy.
- Parking facilities for the proposed development are not at a maximum permitted levels and it is considered that this will only exacerbate the existing inadequate parking facilities.
- The safety and well being of the children at the centres should be ensured. We would like to suggest that a survey should be conducted at the entrance to the site.
- According to Council policy on site children's play space of 580 sqm should be provided for this site. In an area which is sited that there is inadequate play space. How does a 106 contribution to improve a play facility 400 metres away address this inadequacy.
- Would urge members not to give permission for the proposal before them today but to ask HCC to re-look at this proposal. Also to look carefully at reserved conditions 4,5,18,25 to ensure others concerns are adequately addressed.

6.2 Petition signed by 113 signatories – Objection:

- Overdevelopment of the area.
- Will waste an important local facility.
- Will generate unacceptable levels of additional traffic which will harm the local environment, and both existing and future residents.

Fails to address important issues such as adequate screening to prevent overlooking, noise pollution, and a proper traffic management program.

6.3 Letter and Petition signed by 147 signatories – Objection:
Shepherds Spring Pre-School Nursery, Smannell Road, Andover

Petition:

- Risk of safety of Children because of significant increase to traffic.

Letter:

- Concerned for safety and wellbeing of children using pre-school as would be a significant increase in traffic in close proximity of our facility. Would not only be the large construction and delivery vehicles and workpeople accessing the area whilst building takes place, but also the subsequent inhabitants and service vehicles to the area.
- The Smannell Road is already under greater strain than before due to the development of Augusta Park and there is further development planned in that area also.
- The air pollution and noise pollution from not only the building of the development but the use of it thereafter also poses a risk to wellbeing of the children using this facility Parking is already limited in the area and the proposal of moving the staff parking facilities to the courtyard to the side of Spring Meadow will;
 - Be insufficient for the number of staff that need parking for the centre.
 - Will consequently reduce parking in the lay-by at the front of the building, which is required by parents for dropping off and collecting children, again this already tight at peak times.

The extra traffic on top of this accessing the application site will compound an already difficult situation at peak times.

6.4 **13 Letters** – Objection:

29 Caesar Close, Andover; 31 Caesar Close, Andover; 58 Caesar Close, Andover; 28 Swallowfields, Andover; 1 Linton Drive, Andover; 8 Tiberius Road, Andover; 24 Tiberius Road, Andover; 26 Tiberius Road, Andover; 41 Tiberius Road, Andover; 8 Blackbird Court, Swallowfields, Andover; 11 Blackbird Court, Swallowfields, Andover; 12 Blackbird Court, Swallowfields, Andover; 119 Launcelot Close, Andover.

Need

- It has already been established that TVBC has sufficient housing allocation for the foreseeable future.
- With Augusta Park, the area does not need more housing being supplied by one road (Smannell Road).
- Andover is being overdeveloped, with a total of approximately 4,000 new homes (Augusta Park and Picket Twenty), a 25% increase in housing stock. Why do we need to increase this further. Andover is a historic market town, surely this current over development will only detract from its roots, and diminish the draw of the town, endangering business.
- We are losing green spaces and countryside – please do not allow another green space to be lost to bricks and mortar.
- Development not wanted by the people who live near the site.

Amount of Development

- While I concede that some development may be appropriate on this site, the size of this development is unacceptable. Numbers should be reduced.
- Attempting to cram so many new homes into this site is unnecessary and against the best interests of existing and new residents.

- A smaller development with more open space and community facilities (public hall, allotments, playing fields) would be more preferable.
- The field is not big enough to allow this to go ahead.

Trees

- One of our concerns is the tree's on the edge of the development bordering Tiberius Road. Although we asked for them to be pruned, we would object to them being cut down. They are a haven for bird life and small rodents.

Alternative Uses Understand the land not currently being utilised, which is a shame, however, could we not find a better use for it – something useful for the existing community, for example allotments

- Allotments would enrich the local community and existing residents of the area, many of whom lack the required space to grow their own vegetables. There are none on this side of town. There are over 3,000 on the waiting list. Is a strong case for allotments at the site and that should be very seriously considered as it is favoured by everyone.
- I see that Sport England have objected to the loss of the field. Should one of their criteria be met as regards providing improved/new facilities nearby, there should still be some consultation with the local community as regards this particular field. For example, I see it as an opportunity to create an enclosed park area to be enjoyed by all or, as there is a waiting list in the area, and none this side of the railway line, an area for allotments could be created. Better still, some thought could be given for it to remain a sports field with facilities added.

Highways

- Vehicular access to the site is via an inadequate service road currently allowing access to the two school buildings. This route is not suitable for the increased traffic.
- The application indicates 89 parking spaces. It is debatable whether this number is sufficient for 50 homes. The deficit will lead to on-road parking or parking in the lay-by outside the children's centre to the detriment of road safety.
- There seems to be a number of vehicles parked all day in the lay-by outside the nursery. Where will all these vehicles park if the development goes ahead? I can't see that there's enough spaces provided.
- Application assumes the retention of bus stops close to the development and a pedestrian crossing over Smannell Road outside the Church Centre. Neither is in place nor planned for the foreseeable future.
- Without traffic control access to the development from the east (East Anton) and exit towards the west (Newbury Road and the town centre) will be almost impossible particularly at peak times. None of this has been considered in the traffic surveys which concentrate solely on the impact of traffic on the Smannell Road/Newbury Road junction.

The lay-by and parking outside the site, and the entrance to the church centre further east, are all used extensively. The additional traffic from the site will create an unsafe road junction. This traffic will be mainly bound for Newbury Road and the town centre and will back up into the development.

- Such back-up of traffic will threaten the safety of pedestrian and drivers accessing the existing children's and education centres as well as pedestrians using Smannell Road. The congestion will lead to drivers taking chances to cross the road or to use the lay-by and church entrance as an alternative access/exit. Traffic can only be managed by traffic lights which would have a detrimental effect on the flow of traffic from existing developments. The submitted plans assume the presence of light controlled pedestrian crossings on Smannell Road and Newbury Road (as part of the East Anton development) but neither is guaranteed.
- Enham Arch is already a choke point and the shambles recently made of Tesco roundabout which has more traffic lights than needed. Spend time and resources on improving the road surfaces and access roads leading to estates from Smannell Road first.
- To build an estate so close to the start of Smannell Road will have traffic implications.
- From our experience a major traffic flow problem has always existed at this site and is steadily getting worse.
- Will result in congestion.
- Local roads already feeling the pressure of increased traffic from Augusta Park. Traffic will be terrible at Smannell Road. Farm vehicles and lorries using the road, besides all the cars, that is enough. Proposal will introduce construction vehicles and builders accessing the site, and then inhabitants and service vehicles when built.
- With only 15% of the houses on Augustus Park complete it is impossible to conclude in any shape or form the effect Augustus is going to have when it is complete.
- Proposal will take away parking from the children's centre and education centre. Is always traffic around the entrance to these facilities as well as young people. Seems to be no new parking for staff or visitors to the facilities or any safety facilities.
- Will cause a lot of problems with traffic going through two schools to the Smannell Road.
- Safety of children using children's centre will be at increased risk.
- TVBC Highways department has stated the development will generate an additional 356 trips on the local highways which is "*inadequate to accommodate them*". Rather than seeking contributions to improve the entrance via Smannell Road or pedestrian facilities in Smannell Road a contribution is being sought for a pedestrian crossing over Newbury Road. This is flawed in that it envisages new occupiers accessing Knights Enham schools, bus stops and King Arthur's Way local centre. There is already access via the existing footbridge. The local bus routes are such that buses stopping in King Arthur's Way subsequently travel via Roman Way, Augusta Park and Cricketers Way to the town centre.

Anyone wishing to catch one of these buses will do so at Cricketers Way further along the route. New residents will use the local centre in Cricketers Way or the retail outlets south of the railway bridge. Any contributions to improved pedestrian facilities should be directed to improving access in these directions.

- It appears from the plans that there will be some pathway added from the old bus stop layby on the A343, but not all the way to the corner of Smannell Road. Isn't there a need for a path to be run to the corner, or even all the way round to the Education Centre?
- A traffic survey was carried out for "peak times" on 14/7/2010. The study results and projections to 2015 in the report by the consultation firm JMP are not easy for the layman to understand. Also at the time of survey only 150 of the 2300+ at East Anton were being used. Living where I do (corner of Smannell Road and A343) I believe that the volumes of traffic and the length of the peak times fall woefully short of accurate. Surely, a full traffic survey should be carried out? This could also be useful should there be a need to look at any future improvements to the roundabout and its environs.
- Road would come out at my back garden and I have already had a car come through my fence into my house a few years ago so any speeding or skidding would result in the same happening (11 Blackbird Court).
- An alternative route should be looked at for gaining entry to the area.
- If development is to go ahead should be a safer pedestrian set up, such as an overpass or underpass, pedestrian crossing and traffic calming devices including lower speed restrictions in the area of 20mph or lower.
- Access/egress will be directly behind our rear garden (12 Blackbird Court). Always more prone to be accident sites. Cannot see the sense in this particular access point as there are educational establishments adjoining the area.

Residential Amenity

- Concern at overlooking of our property (kitchen, bedroom and garden) will invade our privacy (29 and 31 Caesar Close).
- Proposal will result in overlooking of peoples properties.
- Loss of light and extra noise from traffic, etc. (31 Caesar Close).
- Noise pollution and traffic congestion will result in atmospheric pollution, from building and thereafter. Will threaten the wellbeing of children.
- We already loose light from the trees, placing a new property where planned will cause even more loss of light. Bedrooms on the back/side of property only have one window per room, which has selected light throughout the day, as is the case for the lounge/dining room on the ground floor (29 Caesar Close).
- Initial concern is noise, personal discomfort and a detrimental effect on my partner's health. My partner is a light sleeper and has a medical condition which induces long periods of sweating, thus she sleeps with the windows open. Our house is not air conditioned. Sleeping with windows shut in the summer is not an option. Main bedroom backs onto Smannell Road,

and we have been increasingly woken by early traffic, particularly when it backs up from the Enham Rail Arch to the Smannell Road Roundabout and then back down Smannell Road; extending back to the Cricketers way roundabout and beyond. If my partner is to suffer sleep deprivation as a result of lack of ventilation, or increased noise then our joint quality of life will be affected (12 Blackbird Court).

- The application text describes the need to resolve the “*lack of natural surveillance*” along Augustus Walk. There is adequate natural surveillance of this route from existing dwellings. The topography with rising land towards the Newbury Road footbridge makes surveillance easy. To site housing in the field below this path/bridge would be open to unwanted surveillance from the bridge and its approaches, and could constitute a crime prevention issue. It is interesting that new houses most at risk from overlooking are the designated affordable homes. The site is bound to the west by mature trees and shrubbery. It would be far better to implement a similar planting scheme along the northern boundary to protect the amenity of new and existing houses. Such a plan has been rejected, to make “*efficient use of the site*” i.e. maximise profit at the expense of future residents’ amenity and security.

Road Noise

- Noise pollution from the nearby A343 Newbury Road is a significant problem for all properties on Roman Way and Swallowfields. The layout does not allow sufficient space for adequate noise screening. Mitigation must include an earth bund as already in place further north alongside Trajan Walk. A suitable bund would also improve the appearance of the development from Newbury Road. TVBC Environmental Health has already commented on the potential noise problems and the response from HCC is far from satisfactory. The noise assessment was carried out in 2008. Given the increase in traffic since 2008 a more up to date assessment would be appropriate.
- The noise levels reports are of existing levels and have not taken a completed Augustus Park development into account.
- The officer report states that, “the noise generated from the occupants of the proposed dwellings, including any vehicle movements, would not be any different in nature from that which would already occur within this residential area.” How can the noise level be the same if an extra 50 or 100 people are living in the immediate area and potentially 50 more cars?

Facilities

- Ok throwing up housing, but what about facilities and amenities lacking in shops, pubs, community halls and leisure facilities.
- Local amenities already feeling the increase in population from Augusta Park, whilst wait for new facilities to be completed.

Ecology

Habitat surveys are over a year old and given the fact the site has been left unused for several years should be repeated to confirm the previous results.

Other Matters

- Several of the documents are dated and precede the huge development of Augustus Park.
- The rationale behind the applications is the desire to raise funding to pay for the redevelopment of the Shepherds' Spring site as a children's centre and education centre. No indication is given of the funding required or the profit the County Council seeks to make. This raises suspicion that the County Council is seeking to maximise profit at the expense of local residents.
- The planning documents submitted in December 2011 are inaccurate. Site plans, maps and the accompanying text fail to identify no 26 Tiberius Road, the house nearest to, and most affected by, the development.
- Throughout the documentation Tiberius Road is referred to as Tiberius Way. Site plans indicate bus stops due to be relocated because of rerouting of services and non-existent footpaths and pedestrian crossings.
- Site plans and text refer to overlooking from, and of, houses in Augustus Walk which are actually in Caesar Close.
- The large increase in housing in the immediate area at this point in the economic cycle is going to detract from the value of my partner's property, our neighbour having recently tried to sell their property for a considerable length of time, being evidence of that.
The Shepherds Spring Medical Centre is already over-subscribed and yet no provision has been made to cater for additional residents within this proposal.

7.0 **POLICY**

7.1 National Planning Policy Framework (NPPF)

7.2 South East Plan – May 2009: Policies –

- SP3 (Urban Focus and Urban Renaissance),
- CC1 (Sustainable Development),
- CC2 (Climate Change),
- H4 (Type and Size of New Housing),
- H5 (Housing Design and Density),
- T4 (Parking),
- NRM10 (Noise)

7.3 The Courts have clarified that the Government's intention to abolish the South East Plan is a material planning consideration.

7.4 Test Valley Borough Local Plan (TVBLP): Policies –

- DES01 (Landscape Character)
- DES02 (Settlement Character)
- DES05 (Layout & Setting)
- DES06 (Scale, Height & Massing)
- DES07 (Appearance, Detail and Materials)
- DES08 (Trees and Hedgerows)
- DES09 (Wildlife and Amenity Features)

- DES10 (New Landscaping)
- AME01 (Privacy & Open Space)
- AME02 (Sunlight and Daylight)
- AME03 (Artificial Light Intrusion)
- AME04 (Noise and Vibration)
- AME05 (Unpleasant Emissions)
- ENV01 (Biodiversity and Geological Conservation)
- ENV05 (Protected Species)
- ENV11 (Archaeology and Cultural Heritage)
- TRA01 (Travel Generating Development)
- TRA02 (Parking Standards)
- TRA04 (Financial Contributions Towards Highways Infrastructure)
- TRA05 (Safe Access)
- TRA06 (Safe Layouts)
- TRA09 (Highway Impact)
- SET01 (Housing within Settlements)
- ESN03 (Housing Types, Density and Mix)
- ESN04 (Affordable Housing in Settlements)
- ESN21 (Retention of Recreational Areas and Facilities)
- ESN22 (Public Recreational Open Space Provision)
- ESN30 (Infrastructure Provision with New Development)
- HAZ02 (Flooding)
- HAZ03 (Pollution)
- HAZ04 (Land Contamination).

7.5 Test Valley Borough Emerging Core Strategy: On the 10th November 2011 the Council agreed to publish for public consultation the draft Core Strategy and Development Management DPD and the Designation DPD. Public consultation was undertaken from 6th January to 17th February 2012. At the present time the document, and its content, demonstrates the direction of travel of the Borough Council, the saved policies of the adopted local plan remain the statutory development plan.

7.6 Supplementary Planning Documents:

- Infrastructure and Developer Contributions
- Cycle Strategy and Network
- Andover Town Access Plan

Affordable Housing.

7.7 Planning Position Statement:
Shepherds Spring Infant & Junior School, Andover.

7.8 On the 10 November 2011 the Council agreed to publish for public consultation the draft Core Strategy and Development Management DPD and the Designation DPD. Public consultation will be undertaken from 6 January 2012 to 17 February 2012. At the present time the document, and its content, demonstrates the direction of travel of the Borough Council, the document is not the adopted policy of the Borough Council.

8.0 **PLANNING CONSIDERATIONS**

8.1 The main planning considerations are:

- Principle of Development
- Affordable Housing
- Character and Appearance
- Highways
- Residential Amenity
- Public Open Space
- Ecology
- Archaeology
- Contamination
- Drainage

Other Matters.

Principle of Development

8.2 The application site is located within settlement boundary of Andover where development and redevelopment for housing is considered acceptable provided that the proposal would not result in the loss of land proposed or protected for other uses, would be in keeping with, and not cause harm to, the character of the area, and the site would be laid out in a manner that would not prejudice the development or redevelopment of adjacent sites.

8.3 The application is not proposed on land reserved for other uses, and would not prejudice the development or redevelopment of adjacent sites. Consideration as to the impact of any proposal on the character and appearance of the area is set out below (paragraph 8.9 to paragraph 8.20).

Playing Fields

8.4 Policy ESN21 of the Borough Local Plan, and Part 8 (Promoting Healthy Communities) of the National Planning Policy Framework only allow for the redevelopment of playing fields in certain circumstances, including if they can be replaced by equivalent or better provision in terms of quantity and quality and be in a suitable location. Details have been submitted with the planning application in this regard, setting out that the proposed alternative use of this site forms part of a larger project in relation to the provision of schools in the north-east of Andover which includes the provision of a new primary school as part of the East Anton/Augusta Park development. The playing field land lost as a result of the proposed development has been replaced with new playing field land at the new East Anton Primary School as part of this wider strategic review. The new East Anton Primary School, once fully complete, will provide a net gain in playing field land over that being lost as a result of the proposed development. Sport England have confirmed no objection to the proposed development.

Land Supply

8.5 At the current time Test Valley Borough Council, as the Local Planning Authority, cannot demonstrate the five year housing land supply and additional 5% buffer required in the National Planning Policy Framework. The shortfall in the five year land supply is a material planning consideration. The proposed development would contribute to meeting the shortfall.

Affordable Housing

- 8.6 Policy ESN04 (Affordable Housing in Settlements) of the Borough Local Plan requires 40% of proposed dwellings to be affordable units (equating to 20 units). The supporting documentation confirms that this is to be provided on the site and this is to be secured through the legal agreement. The type and tenure of affordable housing proposed is considered acceptable and meets with the Housing Officer requested mix. The proposals are considered to be acceptable in this regard

Housing Types, Density and Mix

- 8.7 Policy ESN03 of the TVBLP requires a mix of dwelling sizes and types to provide choice and meet the needs of the local community, and, taking account of accessibility and proximity to local facilities, makes efficient use of land, achieving a minimum density of 30 dwellings per hectare. The application proposes the erection of 50 dwellings consisting, four one bedroom properties, 28 two bedroom properties, 12 three bedroom properties, and six four or more bedroom properties. This is considered to be an acceptable mix of properties.

- 8.8 The density of the proposed development, excluding the site access, is 35 dwellings per hectare. By way of comparison, the density at Tiberius Road is approximately 45.5 dwellings per hectare, and the density at Caesar Close is approximately 33.5 dwellings. The proposal is considered to accord with policy ESN03 of the TVBLP in this regard, ensuring an efficient use of land, and the National Planning Policy Framework which states that, Local Planning Authority's should "*set out their own approach to housing density to reflect local circumstances*".

Character and Appearance

- 8.9 The application is an Outline Application only, the matter of access is for consideration with this application and is not a reserved matter, but the layout, appearance, landscaping and scale, are not for consideration at this stage, and should approval be granted would be "reserved matters".
- 8.10 Government guidance in the form of circular 01/06 (Changes to the Development Control System) details the requirement for applications to be accompanied by an indicative layout, details of the amount of development, and scale parameters (upper and lower limits for height, width, and length of each building within the site boundary). Accordingly the applicant has provided these details, including an indicative layout demonstrating the amount of development that could be achieved. The purpose of the submitted illustrative layout plan is to demonstrate that 50 dwellings can fit on to the site taking the constraints into account.

Settlement and Landscape Character

- 8.11 The surrounding area is predominated by housing, with housing developments to the north and east of the application site, and within the wider area to the south, and west also. In the immediate context of the site, the notable exceptions to this are the Children’s Centre, and the Adult Education Centre (i.e. the former school site buildings), and St Pauls Church Centre. There are a mix of property types within the vicinity, with examples of detached, semi detached, linked attached, and terraced properties within the vicinity, with properties being predominantly two storey properties, although one and a half storey, two and three storey properties are not uncommon, and there are five storey flats at the King Arthurs Way area, which are visible from Newbury Road. Residential development is readily appreciated from public vantage points within the vicinity including to the east and west of Newbury Road (which is also well landscaped), Smannell Road, and the footpaths to the north and east of the site.
- 8.12 The wider part of application site, where the housing is proposed, is visible from several public vantage points within the vicinity, including Augustus Walk (including an elevated view from the footbridge over Newbury Road), Newbury Road, the footpath to the east of the site, and from Smannell Road to the south. Views from Smannell Road to the south are restricted to glimpsed views along the proposed access at approximately 80 metres (with further views restricted by buildings and planting). Views from Newbury Road are mainly open, with some sporadic tree planting restricting views, more so to the south west corner of the site. The site is mainly open to Augustus Walk to the north. Views from the east are restricted by the belt of protected trees.
- 8.13 A landscaping belt to Newbury Road would soften views from this public vantage point, although views of housing would remain to be available from Newbury Road. This is not unusual, with existing housing, including the five storey flats to the west visible from Newbury Road. The proposed development would add to the planting and well landscaped appearance of Newbury Road. Subject to the final detailed design, and conditions to secure landscaping, including a landscaping belt to Newbury Road, it is considered that proposed housing at the site would not result in any significant harm to the character and appearance of the area when viewed from Newbury Road.
- 8.14 The site is prominent to the public domain when viewed from Augustus Walk. A notable change would occur from Augustus Walk with the loss of wider views into the open grassed area. However, the introduction of new housing in this location would not be unusual in the context of Augustus Walk, and subject to the detailed design considerations at the reserved matters stage to include a well landscaped environment, with high quality housing and layout with attractive vistas and open views into the development it is considered that the introduction of housing would not give rise to significant adverse harm to the character or appearance of the area when viewed from Augustus Walk.

- 8.15 Views from Smannell Road, and from the footpath to the east of the site would be limited to glimpsed views, and in the case of Smannell Road, at a significant distance, where views of houses at the head of the existing access are already available. As above, it is considered that views of housing development from these vantage points would not be out of keeping with the wider area.
- 8.16 Subject to assessment of the detailed design and submission of landscaping at the reserved matters stage, the application site in visual terms would be commensurate with the locality and would relate well to the existing settlement.

Illustrative Layout Plan

- 8.17 The submitted Design and Access Statement indicates that the illustrative layout has been designed with consideration given to the following matters/constraints;
- the “pre-determined” vehicular access point
 - likely pedestrian desire lines to create a movement framework of streets and spaces
 - to develop principle movement routes as distinctive public spaces
 - to front dwellings onto public routes and spaces to provide natural surveillance and street activity to contribute towards making safe and attractive places
 - To resolve a lack of natural surveillance along Augustus Walk.
 - To mitigate potential noise disturbance to new residents by traffic on Newbury Road.
- 8.18 The indicative site layout for the main part of the site (the site access is discussed under ‘Highways Matters’ below) is formed of the access reaching a main junction within the central southern part of the site. From this junction, there are three further roads, one which runs to the north, one which runs to the east, before reaching what would be a private shared surface driveway that would turn to the north, and one which runs to the west, before turning north. Properties in the main are shown to front on to the internal highway/and footpath network. The properties to the east of the site, accessed from the private driveway arrangement would face towards the protected trees on the southern boundary, with a separation distance of approximately 10 metres shown. An area of open space is shown to the south eastern corner of the site to the north of the protected trees on the eastern part of the southern boundary. To the western side of the site properties are shown side on to Newbury Road (the Design and Access Statement indicates that this is to provide noise mitigation from Newbury Road to these dwellings), and to the north properties are generally shown set back (approximately 4.0 metres), but side on to Augustus Walk (the Design and Access Statement indicates that this is to provide an open aspect to Augustus Walk as buildings would not continuously border the path). Landscaping is shown to the west of the site outside of residential boundary treatment (i.e. the boundary with Newbury Road), at sections to the north of properties adjacent to Augustus Walk, and at a few further points throughout the development.

- 8.19 Comments have been made by consultees and third parties about detailed design aspects of the layout submitted, however, given the outline nature of the application, with all matters other than access reserved for the later stage, it is considered that some of these matters are premature and cannot be considered at this stage. Conditions can be imposed to ensure some issues relating to the layout do not continue into the final worked up scheme at the Reserved Matters stage. For example, the Landscape Officer considers that further tree planting should be secured within parking areas to the north/western part of the site. The purpose of the 'Indicative Layout' is to demonstrate that 50 dwellings can be accommodated within the site when taking account of the site constraints. The indicative layout shows a good mixture of properties, with a relatively low density, and space about properties so as to allow for good size gardens, landscaping, tree planting, and public open space areas, whilst accommodating the necessary highways infrastructure, public and private spaces would be clearly defined and the public domain would be overlooked so as to provide passive surveillance. It is considered that the indicative layout demonstrates that a high quality, acceptable development of 50 houses can be achieved at the site, taking account of the site constraints identified at paragraph 8.17, and providing the necessary infrastructure.

Trees

- 8.20 The protected trees to the eastern boundary and eastern part of the southern boundary (subject to a Woodland Tree Protection Order (TPO)) are to be retained. The Tree Officer advises that, individually the trees are generally of poor quality, but that their collective merit is high. An 'Amenity Vegetation Survey Report'/Tree Survey has been submitted with the application. The assessment concludes that the trees outside of the TPO are not sufficient to warrant retention, and that the Woodland TPO trees would benefit from Woodland Management. The Tree Officer confirms that this is an accurate assessment, and that the indicative layout is sufficient so as to allow for the retention of the TPOd trees and the amenity value that they afford and has no objection to the proposed development. Tree protection and woodland management conditions are considered necessary.

Highways

Parking

- 8.21 The indicative layout submitted with the application, a submitted 'parking schedule', and the submitted application form show parking for 89 cars, and 146 cycles. For car parking this does not accord with the maximum parking standards of the TVBLP, as set out within policy TRA02, and Annex 2. The application is 13 car parking spaces short of maximum standards. It is considered necessary, and is the recommendation of the Highway Officer that, car parking is provided in accordance with maximum standards to ensure that parking does not occur on the highway to the detriment of highway safety. It is apparent from the submitted indicative layout that there is sufficient space within the development to accommodate further car parking. A condition is considered necessary to ensure that parking is provided in accordance with the maximum standards of the Borough Local Plan.

Access

- 8.22 The access is the one detailed matter that approval is sought for at this outline stage, and is not a ‘reserved matter’. The access arrangement shown already benefits from planning permission (see paragraph 4.4) by virtue of the revised arrangements for parking provision at the Children’s Centre.
- 8.23 It is considered that the revised formal access arrangement, which would be proposed for adoption, is acceptable so as to accommodate the increased traffic that would be accessing the development, would provide safe access to the site, with good forward visibility, and would allow vehicles to pass safely along the access without harm to existing users, including children that would be being taken to and from the Children’s Centre. The visibility splays at the access are acceptable, meeting with the standards as set out in relevant highways guidance.
- 8.24 Concern has been raised by objectors with regard to potential safety issues for pedestrians between the two education facilities at the entrance into the site. The Highways Officer visited the site on 7 March 2012 and observed that there were 12 vehicles parked along the access leading into the proposed development site. The two educational centres meet different needs and serve different age groups. The Andover Education Centre which is to the left of the access to the proposed development when you enter the site provides education for students with additional educational needs. Most students attend between 08.45am and 14.15pm. On the opposite side of the access is the Spring Meadow Children’s Centre which serves the local community, offering services to families with children under 5. There is also a children’s nursery which operates within the building. The two units are self contained and are separately staffed and therefore it is considered unlikely for pedestrians to pass between the two centres on a regular basis.
- 8.25 An amended plan has been requested to ensure that the new road layout will be such that it addresses the potential conflict between cars exiting the access and cars entering Smannell Road lay-by. The Highways Officer confirms no objection to the use of the access for the proposed and existing development subject to this plan being received, and the recommendation reflects the need for such a plan.

Adult Education Centre and Children’s Centre Parking

- 8.26 Third party objectors and the Children’s Centre’s objection consider that the revised access arrangement will not provide adequate parking for the Adult Education Centre and Children’s Centre, either for staff parking, or for parents dropping off and collecting children.
- 8.27 Since the closure of the school County Matter planning applications have been granted planning permission revising, and adding to the parking provisions in association with the new uses of the buildings as an Adult Education Centre and a Children’s Centre. This approved new additional parking provision (14 spaces) for the Adult Education Centre,

which have now been provided on site. The 19 spaces that are to the eastern side of the current access on the access, which are used by the Children's Centre have been granted planning permission to be replaced with 19 spaces within the site of the Children's Centre. There will, following the implementation of that permission, be no parking on the revised new access. As is discussed above (paragraph 8.22 – 8.25) the proposed access arrangement is considered acceptable.

Highway Capacity

- 8.28 The application is supported by a detailed Transport Assessment, and more latterly a technical note in respect of the Newbury Road/Smannell Road roundabout. In compiling these documents relevant surveys and modelling for the proposed development, and junctions within the vicinity, and the East Anton Major Development Area have been undertaken. The results demonstrate that the proposed development would not have any significant additional impact at the access road and access onto Smannell Road and on approaches to the roundabout at Newbury Road with only a small and insignificant increase on queues at junctions at peak times, including when account is taken of other developments permitted within the area (East Anton MDA). It is considered that the proposed development can be accommodated at the site without any harm to highway safety, or the free flow and movement of vehicles on the highway. The Highways Officer confirms no objection.

Highways Infrastructure and Encouraging Sustainable Travel

- 8.29 The proposed development is a travel generating development, which would result in an additional demand on the existing transport network. Policy TRA01 of the Borough Local Plan requires that travel generating development provides measures to mitigate or compensate for the impact of the development, policy TRA04 allows for this mitigation to be provided by financial contribution. The requirement for such contributions is discussed within the adopted Developer Contribution SPD. The Andover Town Access Plan SPD sets out methods for improving sustainable access between the town and key areas including the transport hubs. A legal agreement to secure contributions has been completed, and accordingly the application accords with policy TRA01 and TRA04 of the TVBLP and the aforementioned SPD's.

- 8.30 In considering the need for developer contributions towards mitigating for the impact of development on the highway network due consideration has been given to the three tests as set out within the Community Infrastructure Levy Regulations 2010 and the NPPF, namely that a planning obligation must be:
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.
- The need for such a contribution is as set out above where without a contribution the development would place an unmitigated burden on the highway network. The contribution would be towards a scheme for the Newbury Road, which seeks to introduce a crossing and footways to link to a new pedestrian entrance to the Knights Enham Schools complex.

There are currently pedestrian desire lines that indicate that pedestrians already use such routes crossing the A343 at grade, despite the presence of the bridge which in any event leads in an alternative direction to the school on its western side, and it is a planned project to formalise this at grade crossing arrangement and to provide safe footways and crossings in the vicinity. The proposal is directly related to the proposed development, as occupants of the development would be likely to attend school at Knights Enham. It is considered that such provision would encourage the use of sustainable modes of transport, and a move away from a primary reliance on the private motorcar, improving pedestrian safety, and is based on the multi modal trip rate within the Hampshire County Council Transport Contributions Policy (September 2007) as annexed in the adopted Developer contributions SPD. The Andover Town Access Plan, and the Cycle Strategy and Network Supplementary SPD are additionally relevant.

8.31 A third party objector does not consider that the requested contribution is appropriate, considering instead that contributions should be used to provide safe pedestrian access in an easterly direction towards shops at Cricketers Way, and in a southerly direction towards Enham Arch. The Highways Officer advises that finances are already in place to provide a controlled pedestrian crossing to Smannell Road to the east of the application site. In any event, the shop at King Arthurs Way to the east is within a closer walking distance (approximately 130 metres) of the site than the shop at Cricketers Way (approximately 300 metres). There are not any further planned projects within the area that a contribution could reasonably be put towards.

8.32 The application is supported by a Residential Travel Plan, the stated objectives of which include; raising awareness of sustainable modes of travel available to residents and visitors, build on encouraging sustainable travel patterns in the area through increasing levels of active travel and walking and cycling, encouraging car sharing or car clubs to reduce single vehicle occupancy, and providing better links with other travel plans. It is proposed that this would be achieved by changing travel behaviour, providing residential information pack, creating a travel plan website, providing walking maps, providing appropriate cycle parking and cycle discounts, and encouraging car sharing. The measures proposed therein are considered appropriate, however, there are matters of detail that require further information (for example a draft residents information pack), and as such, a condition is considered necessary to secure a revised Travel Plan. Contributions are to be secured through legal agreement to ensure that staff resources are available to allow the implementation and monitoring of the Travel Plan.

Lorry Routing and Construction Vehicle Parking

8.33 A lorry routing agreement has been secured through legal agreement to ensure that access during construction for HGVs is limited to travel between the site and the A303 and wider Highway Network using A3093 and A343 only.

- 8.34 To prevent construction vehicles parking on the existing access and preventing access to the Adult Education Centre, and Children’s Centre, details of contractor parking are considered necessary.

Residential Amenity

Overlooking

- 8.35 Third party objectors (29 and 31 Caesar Close) have raised concern that their properties will be overlooked from the proposed housing development as shown on the indicative plans. The nearest property shown on the indicative layout to 29 and 31 Caesar Close is that in the north eastern corner of the site approximately 13 metres from the rear of the houses and 9.5 from the gardens. Within the submitted Design and Access Statement submitted in support of the application, the applicant has identified that it would be necessary for there not to be any habitable rooms within the first floor north facing elevation of this property. With no first floor rooms looking towards 29 and 31 Caesar Close, there would not be any unacceptable overlooking. Layout and design are reserved matters and thus the layout is subject to change. A condition can not therefore be worded to ensure that no first floor north facing windows are included in this property, or any other properties, as such a property in such a location may not come forward, or indeed additional properties may be proposed in such a location that would then not be controlled. It is noted that the applicant has taken account of potential for overlooking, and the constraints therein, and that there is an acceptable design solution (i.e. no windows serving primary rooms within the northern façade). If a property were proposed with any reserved matters application in such a location with north facing windows serving habitable rooms, the reserved matters application could be refused. Conditions can be applied at the reserved matters stage to secure no north facing windows are inserted in unacceptable positions when the layout and design is finalised. The proposed dwellings would be screened from properties to the east at Tiberius Road by the existing protected trees, and this distance between properties shown on the indicative layout and properties in Tiberius Road is in any event sufficient to ensure that even without those trees that there would not be any unacceptable overlooking.

Loss of Light

- 8.36 Third party objectors (29 and 31 Caesar Close) have raised concern that there will be a loss of light to their properties. The separation distance of 13 metres between 29 and 31 Caesar Close and the nearest property shown on the indicative layout (that to the north east most corner) is such that, even at the highest indicative height shown for that property (7.75 metres) there would not be any significant loss of light to 29 and 31 Caesar Close.

New Footpath Link

- 8.37 The submitted indicative layout shows a footpath link from the proposed development to the existing footpath to the east of the site. This would increase the use of that footpath. It is not considered that the increased use of the path would result in any significant harm to the amenities of existing properties at Tiberius Road.

Living Conditions of Future Residents

- 8.38 A third party objector, and the Landscape Officer have raised concern at potential overlooking from the footbridge (and the approach to this) over Newbury Road into new properties. The application indicates that *“To the north west of the site, the layout of the buildings indicated on the illustrative layout respond to the fact that high-level views into the site are available from the Newbury Toad footbridge. Locating the fronts of houses closest to the footbridge will avoid overlooking into private back gardens from the bridge, whilst maximising surveillance of the footbridge and its approaches from the new buildings”*. Views towards the fronts of the three properties shown on the indicative layout would be available from the footbridge and the approach to this, however, these views would be transient (i.e. those using the path would be passing by), at a distance of approximately 15 metres from the elevated way, which is greater than the distance to the front elevation of the existing dwelling to the north at 61 Trajan Walk (approximately 10 metres) and similar to that to the front elevation of 59 Trajan Walk (approximately 15 metres). It is considered that the location of the three dwellings indicated, would, given the orientation and protection provided to the private rear amenity space (by placing the dwellings in between) the distance at which views would be available from, and the transient nature of these, not result in an unacceptable relationship between the elevated way and the dwellings.
- 8.39 The submitted indicative layout shows properties with appropriately sized gardens/amenity space. The juxtaposition of properties shown within the internal layout, is such that there would not be any unacceptable relationships between proposed properties that would result in any unavoidable unwanted social contact, or result in unacceptable living conditions. The indicative layout is acceptable in this respect.
- 8.40 A third party objector has raised concern that noise pollution from the A343 Newbury Road will result in unacceptable living environments for new occupants, and that the layout does not allow for adequate mitigation. It is stated by the objector that properties at Roman Way and Swallowfields are affected by such noise. The indicative layout shows properties side on to the A343 with approximately 14 metres separation between these side elevations and the main carriageway. The application is submitted with a Noise Assessment. This recommends that noise mitigation measures are necessary, and discusses various options (2 metre boundary walls, or a combination of 3.5 metre and 4.0 metre boundary walls) advising that these would be appropriate so as to mitigate the impact of noise. The Environmental Protection Officer (EPO) advises that the option of a two metre boundary wall would not in itself adequately mitigate the noise impact at first floor bedrooms for the three properties shown nearest to Newbury Road (all others would be at acceptable noise levels), but that the combination of a 3.5 metre and 4.0 metre boundary wall would provide noise levels that would meet national guidance levels, and world health organisation guidance. However, a 3.5 metre or 4.0 metre wall is not considered acceptable from a landscape impact perspective.

8.41 In pre-application discussion the EPO had suggested re-orientating properties. The applicant indicates that the constraints of the site are such that an alternative layout that re-orientates the properties nearest to Newbury Road (turning through 90 degrees) and having all noise sensitive rooms facing into the site, as suggested by the EPO would significantly change the layout, and could not be accommodated taking account of those site constraints, and good design principles. This is accepted, there are significant site constraints, and the layout is considered acceptable in other respects. In discussing the indicative layout with the EPO it is accepted by the EPO that a combination of a two metre wall (which would adequately mitigate any impact to ground floor rooms and gardens) and mechanical ventilation would result in acceptable noise levels to the three properties that would without any mechanical ventilation otherwise be subject to unacceptable living conditions. It is acknowledged that the solution is not that which would hope to be achieved on a new site, but this is not unusual within the vicinity, is limited to the upper floor rooms of three properties only, and the solution can adequately mitigate the impact. It would also be the situation that any new resident within these three properties would be aware of the presence of the road, and the noise, and would have the ability not to proceed if this was considered unacceptable to them. It is considered that there are no other alternatives that could be accepted, and on balance the layout and mitigation of a 2 metre wall and a noise scheme including mechanical ventilation is an acceptable one.

Noise

8.42 Third party objectors raise concern at the additional noise that would be generated from additional occupants and new vehicle movements. It is considered that the noise that would be generated from the occupants of the proposed dwellings, including any vehicle movements, would not be any different in nature from that which would already occur within this residential area. It is not considered that the proposed additional 50 dwellings would significantly add to existing traffic noise. The Environmental Protection Officer confirms no objection.

Air Pollution

8.43 Third party objectors make reference to air/atmospheric pollution and concerns in this regard. It is considered that the proposed 50 dwellings would not result in any significant air pollution that would warrant refusal of the application. Whilst some traffic fumes would be omitted by vehicles accessing the site, this is usual within the built up/residential areas, and would dissipate quickly.

Construction Activity

8.44 If any disturbance were to be created during building works, this would be addressed through Environment and Health Legislation.

Public Open Space and Infrastructure Provision

- 8.45 Policy ESN 22 of the Borough Local Plan requires the provision of on site public open space where there is a net increase in dwellings to ensure that development does not cause or exacerbate deficiencies in the general provision or quality of recreational open space. There is a deficiency within the ward of Sports Ground, Parkland, and Children’s Play Space. The supporting text to the policy indicates that where there is no on site provision, financial contributions in lieu of such provision may be secured.
- 8.46 The application as originally submitted proposed Children’s Play Space and Parkland Open Space on site, and off site provision of Sport Ground Open Space. There is no indication on the submitted indicative plans as to where this was proposed (given the application is outline with all matters other than access reserved), although there is an open area shown to the south east of the site. Whilst there would need to be further consideration (at the reserved matters stage) of the location, layout, and usability of the proposed Parkland Space to be provided, it is considered that acceptable provision can be achieved on site, and that the indicative layout shows adequate space to allow for this. On site provision of Parkland Space, and the long term maintenance of the space is secured through legal agreement. Given the nature and scale of Sports Ground provision, no onsite provision is proposed. This is considered reasonable, and in lieu of this a contribution is sought towards improvements and enhancements of local provisions, again to be secured through legal agreement. Contributions have been secured towards off site provision of Children’s Play Space, and this is discussed below.
- 8.47 Taking account of the illustrative layout and the proximity to the existing Children’s Play Space provisions at Smannell Road open space area (a significant open area incorporating children’s play facilities which are within 400 metres of the application site), the Leisure Officer and Policy Officer have advised, that, in their expert opinions, in this instance, a contribution towards off site provision for Children’s Play Space, to be used towards the enhancement of provisions at the existing Smannell Road open space site would result in a more beneficial facility for local residents (both existing and new), providing an extended and improved facility with a greater mix of equipment (and would prevent replication of equipment), and that it is therefore preferable to secure contributions towards off site provision rather than on site provision. The applicant has agreed to this, and such contributions have been secured through a legal agreement.
- 8.48 In considering the need for developer contributions towards mitigating for the additional burden on the existing public recreational open space provision (policy ESN22), due consideration has been given to the three tests as set out within the Community Infrastructure Levy Regulations 2010 and the NPPF, namely that a planning obligation must be:
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.

The need for such a contribution is as set out above. The level of contribution is based on the number of persons likely to occupy the dwellings and is considered fair and reasonable in scale and kind. The contributions would be used in the manner described above, and would support the implementation of the Council's Green Spaces Strategy.

Infrastructure Provisions

- 8.49 It is appropriate for new developments to make provision for any additional infrastructure required by the proposal as set out in the above policy and the Infrastructure and Developer Contributions Supplementary Planning Document.
- 8.50 The adopted Infrastructure and Developer contributions SPD states that, *“From using the Sport England ‘Sports Facility Calculator’ which uses national participation rates for swimming and applies these rates to the specific population profiles based on the 2001 census it can be shown that there is a deficit of provision within Andover. It is therefore considered appropriate to require a contribution from all major residential applications.”* It is considered that this accords with the CIL Regulations as set out above. The necessary contributions have been secured through a legal agreement.
- 8.51 The Policy Officer and Community Development Officer advise that given the improvements already undertaken to the Education Centre and Children's Centre buildings (to be back funded by the now proposed housing development) contributions towards enhancing any further community buildings in the vicinity are not sought and would not be justified.
- 8.52 The adopted Infrastructure and Developer contributions SPD sets out that contributions may be sought where there is a capacity issue in the nearest schools to the proposed development. Where there is sufficient capacity to cater for the demand from the proposed development, it is stated within the SPD that contributions may be sought towards improvements or additional facilities at these schools. The application is proposed to generate finance in respect of the County's approved strategy for improvements to education facilities in Andover, and towards works already undertaken to the Children's Centre and Education Centre. In light of the purpose of the application to provide funding to schools in the Andover area, a contribution is not sought in this respect. The County's Children's Services Officer confirms that no contribution is required.

Ecology

- 8.53 The application is supported by a 'Phase 1 Habitat Survey and Reptile Survey Report' which considered the impact of the proposed development on bats, badgers, nesting birds, reptiles, great crested newts and other amphibians and invertebrates and their habitats, and provides recommendations regarding vegetation clearance (with respect to nesting birds), external lighting (with respect to bat foraging activity) and habitat enhancements (relating to bird and bat box provision).

Subject to conditions to secure the recommendations of the 'Phase 1 Habitat Survey and Reptile Survey Report', it is considered that the proposed development will not result in any harm to protected species or their habitats. The County Ecologist confirms that the mitigation measures are all "*sensible and appropriate*", and subject to conditions has no objection.

- 8.54 A third party objector considers that given the age of the survey (December 2010) that it should be repeated. Guidance from Natural England confirms that surveys should not be more than 2-3 years old for larger developments. The County Ecologist informs that due consideration had been given to the age of the survey in response, and that given the area and type of habitat, that it is unlikely that populations would increase in the intervening period.

Duty under the Natural Environment and Rural Communities Act 2006 (NERC)

- 8.55 The above Act requires that, "*every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity*". It is considered that due consideration has been given by the LPA, as far as practically possible, to the duty to ensure that biodiversity interests, including those matters relating to protected species has been met.

Archaeology

- 8.56 The submitted Archaeological Evaluation Report details that a preliminary archaeological desk based assessment, and a site survey (using sensors) has already taken place. This identified a number of archaeological sites within the vicinity of the site (50 within 500 metres) and found archaeological features on site (broad linear features). The survey is considered sufficient so as to establish that there is not an over riding archaeological constraint at the site, but that some provision for archaeological investigation and recording needs to be made. Subject to a condition to secure this it is considered that the proposal will allow for an appropriate interpretation and recording of local culture and history. The County Archaeologist confirms no objection to the proposed development subject to the aforementioned condition.

Contamination

- 8.57 The application is supported by a ground investigation report, which undertook a range of soil testing, and found that levels of contaminants were not elevated, and did not exceed residential 'soil screen values and generic assessment criteria'. It is considered that the proposed risk to living/working environments is not significant. The Environmental Protection Officer confirms no objection.

Drainage

- 8.58 The first expectation with regard to the disposal of foul drainage is connection to the existing mains sewer, as set out within Government circular 03/99 (Drainage). Southern Water confirm that this is acceptable to them and can be provided. Details of connection to the foul sewer, and mains water supply is subject to approval at the Building Regulations stage. Planning should not replicate other controls, and conditions in these respects are not considered reasonable or necessary.

- 8.59 With regard to the disposal of surface water, the application makes reference to the use of a Sustainable Urban Drainage System (SUDS). The application site lies within Groundwater Source Protection Zone 1 (SPZ1) for the Smannell Road abstraction and Andover Public Water Supply. The use of SUDS is an appropriate method of disposal of surface water. Subject to conditions to restrict penetrative piling and the submission of a detailed scheme to dispose of surface water (SUDS), it is considered that the proposed development can be carried out without harm to groundwater. The Environment Agency and Southern Water have no objection subject to conditions in respect of the provision of details for surface water.
- 8.60 The application is not within an area at flood risk as identified within the Environment Agency Flood Risk maps, this is confirmed within the submitted Flood Risk Assessment. The Environment Agency confirm no objection.

Other Matters

Code for Sustainable Homes

- 8.61 The Code for Sustainable Homes is an environmental rating assessment for new homes which assesses environmental performance from level 1 through to level 6. The minimum standards for construction in accordance with the Building Regulations are currently less than level 1. An amendment to the Building Regulations is expected later this year (a consultation document has recently been published) bringing the minimum standard up to that of Code Level 3. Code assessments are carried out in two stages; first is the design stage at which point an interim certificate is issued on the proposal with its likely code score. A final certificate is issued post construction confirming the code level of the dwelling. Conditions are recommended to secure a minimum Code Level 3 on this development.

Crime

- 8.62 The Town Council has raised concern that the application does not include details of fencing to the Children's Centre. There is existing boundary fencing to both the Children's Centre and the Adult Education Centre bordering the application site. In any event, conditions are considered necessary to ensure that details of boundary fencing are submitted, to secure a well planned, safe, development, with an acceptable final appearance. The Crime Prevention Design Advisor and the Community Development Officer have no objection to the proposed development.
- 8.63 A third party objector considers that the existing arrangement at Augustus Walk already provides adequate natural surveillance. It is the case that currently, on the opposite side of Augustus Walk from the application site that properties back on to Augustus Walk, with rear boundary treatment predominantly fronting the footpath. Views onto Augustus Walk are limited to those from rear facing first floor rooms, and from those using Augustus Walk. The application indicates that, *"the alignment of the built form and street network, established by the movement framework, will allow surveillance from windows in the front, back and, at ground level, side elevations of new dwellings along the entire length of Augustus Walk, which will greatly enhance the sense of safety along this important footpath."*

In addition a plan has been submitted with the application, within the Design and Access Statement providing details of the surveillance that would be offered by the indicative layout, showing that the development would offer improved natural surveillance of Augustus Walk along the length of the boundary of the footpath with the site. It is considered that the proposed development would offer an increased level of natural surveillance of the footpath. The Crime Prevention Design Advisor and the Community Development Officer have no objection to the proposed development.

- 8.64 A third party objector claims that providing housing in the area below the path/bridge could constitute a crime prevention issue, although it is not indicated as to why this might be the case. As noted at paragraph 8.35 the bridge is approximately 15 metres from the nearest proposed dwelling, and existing properties are within closer proximity (61 Trajan Walk is approximately 10 metres distant). The distance between the footbridge and the nearest proposed dwelling is considered acceptable so as to ensure that there is no significant additional risk of crime. The Crime Prevention Design Advisor and the Community Development Officer have no objection to the proposed development.

Other Uses

- 8.65 Third parties consider that other uses (for example allotments or an enclosed park area) should be proposed for the site. Applications must be considered on their own merits. The application is for housing development, and due consideration has been given to that proposal. Other uses are not proposed, and are not relevant to the consideration of this application.

Motive for application submission

- 8.66 The rationale behind the submission of the application (i.e. whether this is to maximise profit or otherwise) is not relevant to the consideration of the application, which is considered on its planning merits.

New facilities

- 8.67 A third party objector makes reference to a need for new facilities including shops, pubs, community halls and leisure facilities. Leisure facilities (public open space) and community buildings are as discussed above. The development is within one kilometre of the Enham Arch retail development and large food retail stores, and in addition there is a local shop approximately 130 metres to the west at King Arthur's Way, with a pub approximately 150 metres to the west, and a local shop approximately 300 metres to the east at Cricketer's Way. It is not considered that there is any need for any new shop or pub associated with the proposed development for 50 houses.

Inaccuracies

- 8.68 The inaccuracies in terms of road names, house numbers, etc. referred to by third parties are noted. The application has been considered on its own merits on the basis of the proposed development, and the current surrounding context.

Property Value

- 8.69 Changes in property value are not in themselves a material planning consideration.

Other Services

- 8.70 An objection has been made that the Shepherds Spring Medical Centre is oversubscribed. There a number of other doctor surgeries in the vicinity of the site including St Mary's Surgery, Derry Down Health Clinic St Mary Bourne and New Street Medical Centre and it is considered that the occupants of these additional dwellings would be adequately served by GP services.

9.0 **CONCLUSION**

- 9.1 The re-development of the former children's playing fields to provide 50 dwellings, including 20 affordable houses is acceptable in principle. The only matter that is not in outline, and would not be subject of future reserved matters approval is the access. The access was granted planning permission, as is now shown with this proposal, by the County in approving the relocation of the parking from the access to within the Education Centre and Children's Centre. The access and junctions in the vicinity are within capacity so as to accommodate the proposed development without any harm to highway safety. An amended plan is considered necessary to address the potential conflict between cars exiting the access and cars entering the Smannell Road lay-by, and the recommendation reflects this.

- 9.2 Whilst the layout, appearance, scale, and landscaping are reserved matters, it is considered that the submitted indicative layout demonstrates that 50 dwellings can be readily accommodated at the site, without detriment to the character and appearance of the wider area and without harm to the residential amenity of neighbouring properties. The density of the proposed development is 35 dwellings per hectare which is in keeping with surrounding development and acceptable.

- 9.3 Contributions have been secured through legal agreement in respect of public open space (where provision is not to be made on site) and infrastructure, in respect of highway matters to mitigate the impact of the additional movements within the vicinity, and to secure affordable housing.

- 9.4 The development is considered acceptable in other regards including in respect of ecological matters, archaeology, contamination, drainage and crime.

10.0 **RECOMMENDATION**

DELEGATE to the Head of Planning and Building subject to the submission of an amended plan in respect of the access to the development at Smannell Road/the lay-by on Smannell Road, then OUTLINE PERMISSION subject to:

- 1. Applications for the approval of all the reserved matters referred to herein shall be made within a period of three years from the date of this permission. The development to which the permission relates shall be begun not later than which ever is the later of the following dates:**

 - i) five years from the date of this permission; or**
 - ii) two years from the final approval of the said reserved matters, or, in the case of approval on different dates, the final approval of the last such matter to be approved.**

Reason: To comply with the provision of S.92 of the Town & Country Planning Act 1990.
- 2. Approval of the details of the layout, scale and appearance of the buildings, and the landscaping of the site (herein after called "the reserved matters") shall be obtained from the local planning authority in writing before any development is commenced.**

Reason: To comply with Article 4 of the Town and Country Planning (General Development Procedure) Order 1995 (or any order revoking and re-enacting that Order).
- 3. No development shall take place until samples and details of the materials to be used in the construction of all external surfaces hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.**

Reason: To ensure the development has a satisfactory external appearance in the interest of visual amenities in accordance with Test Valley Borough Local Plan 2006 policy DES07.
- 4. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings are occupied. Development shall be carried out in accordance with the approved details.**

Reason: To ensure that the works undertaken maintain the appearance of the site and enhance the character of the development in the interest of visual amenity and contribute to the character of the local area in accordance with Test Valley Borough Local Plan 2006 policies DES10 and AME01.
- 5. No development shall commence until proposals for the provision of car and cycle parking in accordance with the maximum standards in Annex 2 of the Test Valley Borough Local Plan 2006 (102 spaces) have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved parking has been provided and made available for use and the parking space shall thereafter be retained for vehicle parking purposes at all times.**

Reason: In order to ensure the development contributes towards achieving a sustainable transport system and in accordance with Test Valley Borough Local Plan 2006 policy TRA02.

6. Development shall be commenced until the Local Planning Authority shall have approved in writing, details of:
- a) the width, alignment, gradient and surface materials for any proposed roads including all relevant horizontal and longitudinal cross sections showing existing and proposed levels;
 - b) the type of street lighting including calculations, contour illumination plans and means to reduce light pollution;
 - c) the method of surface water drainage including local sustainable disposal.

Reason: To ensure that the roads, footway, footpath, street lighting and surface water drainage are constructed and maintained to an appropriate standard to serve the development in accordance with Test Valley Borough Local Plan 2006 policies TRA06.

7. Prior to the commencement of development full details of the layout for the parking and manoeuvring onsite of contractor's and delivery vehicles during the construction period shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the commencement of development and retained for the duration of the construction period.

Reason: In the interest of highway safety in accordance with Test Valley Borough Local Plan 2006 policies TRA05 and TRA09.

8. At least the first 4.5 metres of any drive or vehicle parking area measured from the access point at the nearside edge of the carriageway of the adjacent highway shall be surfaced in a non-migratory material prior to the use of the access commencing and retained as such at all times.

Reason: In the interest of highway safety in accordance with Test Valley Borough Local Plan 2006 policies TRA05 and TRA09.

9. The development hereby permitted shall not be occupied until provision for 96 long stay, and 50 short stay cycle parking/storage spaces has been made, in accordance with details that shall have first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be maintained for this purpose at all times.

Reason: In the interest of providing sufficient safe parking for cyclists and in accordance with the Test Valley Local Plan 2006 policy TRA02.

10. Any single garage shall measure 6 metres by 3 metres internally and be constructed as such and made available for the parking of motor vehicles at all times.

Reason: In the interest of highway safety in accordance with Test Valley Borough Local Plan 2006 policy TRA02.

11. Notwithstanding the submitted Residential Travel Plan (at Annex H of the JMP Consultants Ltd) Transport Assessment, a Residential Site Travel Plan shall be submitted to and approved in writing prior to the first use of the building hereby permitted. The plan shall include details of implementation, monitoring and will form part of an annual review process.

Reason: To reduce the level of car-borne traffic in accordance with Test Valley Borough Local Plan 2006 Annex 2 and the National Planning Policy Framework.

12. No dwellings whatsoever shall be occupied until such time as the works to the access, to include the relocation of the parking provision for the Children's Centre, as shown on Hampshire County Council plan 502727/001 revision A 'General Arrangement' drawing (dated November 2007) submitted at appendix 11 of the submitted Design and Access Statement, as approved by application 11/02362/HCC3N, have been completed.

Reason: In the interest of highway safety in accordance with Test Valley Borough Local Plan 2006 policy TRA01, TRA05, TRA06 and TRA09.

13. No development shall take place (including site clearance within the application site/area indicated red, until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological work, in accordance with a written brief and specification for a scheme of investigation and mitigation, which has been submitted by the developer and approved in writing by the Local Planning Authority.

Reason: The site is potentially of archaeological significance in accordance with Test Valley Borough Local Plan 2006 policy ENV11.

14. Notwithstanding the submitted details, no development whatsoever shall take place until full details of hard and soft landscape works including planting plans; written specifications (stating cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation programme has been submitted to and approved in writing by the Local Planning Authority. These details shall also include; proposed finished levels or contours; details of parking within parking courts; means of enclosure and hard surfacing materials. The landscape works shall be carried out in accordance with the implementation programme.

Reason: To improve the appearance of the site and enhance the character of the development in the interest of visual amenity and contribute to the character of the local area in accordance with Test Valley Borough Local Plan 2006 policy DES10.

15. No development shall take place until a schedule of landscape maintenance for a minimum period of 10 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

Reason: To ensure that the works undertaken maintain the appearance of the site and enhance the character of the development in the interest of visual amenity and contribute to the character of the local area in accordance with Test Valley Borough Local Plan 2006 policy DES10.

- 16. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas and an implementation programme, shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. The approved management plan shall be carried out in accordance with the implementation programme.**

Reason: To improve the appearance of the site and enhance the character of the development in the interest of visual amenity and contribute to the character of the local area in accordance with Test Valley Borough Local Plan 2006 policy DES10.
- 17. Notwithstanding the submitted details as shown on the indicative layout plan Y0369-111028-ajt, there shall be a planted landscaping belt to the northern and western site boundaries of not less than four metres in width. Details of this landscaping shall be submitted in accordance with the requirements of conditions 15 and 16 as above.**

Reason: To ensure that the works undertaken maintain the appearance of the site and enhance the character of the development in the interest of visual amenity and contribute to the character of the local area in accordance with Test Valley Borough Local Plan 2006 policy DES10.
- 18. No development (including site clearance and any other preparatory works) shall take place until a scheme detailing how trees shown on the approved plans to be retained are to be protected has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include a plan showing the location and specification of any protective fencing, ground protection or other precautionary measures as informed by British Standard 5837:2012. Such protection measures shall be installed prior to any other site operations and at least 2 working days notice shall be given to the Local Planning Authority. Tree protection installed in discharge of this condition shall be retained and maintained for the full duration of works or until such time as agreed in writing with the Local Planning Authority. No activities whatsoever shall take place within the protected areas without the prior written agreement of the Local Planning Authority.**

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with Test Valley Borough Local Plan 2006 policy DES08.
- 19. Woodland Management shall be carried out in accordance with the RPS ‘Woodland Management Recommendations’ document accompanying the outline planning application. Details of implementation and management responsibilities shall be submitted in accordance with conditions 16 and 17 as above.**

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with Test Valley Borough Local Plan 2006 policy DES08.

20. **Prior to the commencement of the development hereby approved, a Biodiversity Management Scheme shall be submitted to and approved in writing by the Local Planning Authority, detailing the location and design of bird and bat boxes.**
Reason: To avoid impacts to protected species and to conserve and enhance biodiversity in accordance with policy ENV05 of the Test Valley local plan, the National Planning Policy Framework and the Natural Environment and Rural Communities Act 2006.
21. **Any external lighting scheme shall be carried out in accordance with the details contained within the Extended Phase 1 Habitat Survey Report and Reptile Survey Report (RPS, December 2010) to maintain dark bat foraging areas.**
Reason: To avoid impacts to protected species and to conserve and enhance biodiversity in accordance with policy ENV05 of the Test Valley local plan, the National Planning Policy Framework, and the Natural Environment and Rural Communities Act 2006.
22. **No development shall commence until such time as detail of the reptile receptor area including relevant habitat enhancements and its long-term management have been submitted to and approved in writing by the Local Planning Authority, as outlined in the Extended Phase 1 Habitat Survey Report and Reptile Survey Report (RPS, December 2010) report. Reptile translocation and clearance shall then take place in accordance with this approved detail, and in respect of the requirements of condition 23.**
Reason: To avoid impacts to protected species and to conserve and enhance biodiversity in accordance with policy ENV05 of the Test Valley Local Plan 2006, the National Planning Policy Framework, and the Natural Environment and Rural Communities Act 2006.
23. **Development shall be carried out in accordance with the measures contained within the Extended Phase 1 Habitat Survey Report and Reptile Survey Report (RPS, December 2010) in respect of the trapping, translocation and clearance of the site with respect to reptiles and nesting birds as set out in paragraphs 6.3-6.4 (nesting birds) and 6.9-6.16 (reptiles) report and the Biodiversity Management Scheme that shall have been submitted in respect of condition 20.**
Reason: To avoid impacts to protected species and to conserve and enhance biodiversity in accordance with policy ENV05 of the Test Valley Local Plan 2006, the National Planning Policy Framework, and the Natural Environment and Rural Communities Act 2006.
24. **Piling using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details**
Reason: The site lies within the groundwater Source Protection Zone 1 for the Smannell Road abstraction and Andover Public Water Supply. The depth to the water table is likely to be limited (5 to 10 metres). There is a potential risk of turbidity from any works carried out at the site below the water which could impact potable supplies.

In accordance with policy HAZ03 of the Test Valley Borough Local Plan 2006.

- 25. The development hereby permitted shall not be commenced until such time as a scheme to dispose of surface water has been submitted to and approved in writing by, the Local Planning Authority. The scheme shall be implemented in accordance with the approved details. The use of porous paving will only be acceptable if suitable pollution prevention measures can be incorporated and a risk assessment demonstrates that the proposals do not pose a risk to groundwater.**

Reason: The site lies within the groundwater Source Protection Zone 1 for the Smannell Road abstraction and Andover Public Water Supply. Section 4.4 of the Preliminary Drainage Strategy Report submitted with the application suggests that porous paving may be used on private driveways. In accordance with policy HAZ03 of the Test Valley Borough Local Plan 2006.

- 26. No development whatsoever shall commence until such time as a scheme of noise mitigation measures to include a 2 metre wall to the western boundary of the site, inside of the four metre landscape belt required in accordance with condition 18, has been submitted to and approved in writing by the Local Planning Authority. The noise control measures shall also include details of the acoustic performance for windows in upper floor rooms, and any mechanical ventilation for any bedrooms where this would be necessary to ensure that a noise exposure level of no higher than 63_{LAeq,T} dB is achieved between the hours of 0700 and 2300, and 57_{LAeq,T} dB is achieved between the hours of 2300 and 0700. Development shall be carried out in accordance with the approved details.**

Reason: To ensure acceptable living conditions are provided for the future occupants of the development in accordance with Test Valley Borough Local Plan 2006 policies AME01, AME04, South East Plan 2009 policy NRM10, and the National Planning Policy Framework.

- 27. The dwellings hereby permitted shall achieve Level 3 of the Code for Sustainable Homes. No dwelling shall be occupied until a final Code Certificate has been issued for it certifying that Code Level 3 has been achieved.**

Reason: To ensure an appropriate form of Sustainable Housing development in accordance with policy CC4 of the South East Plan 2009 and the National Planning Policy Framework.

- 28. No development shall take place until details, including plans and cross sections, have been submitted to and approved in writing by the Local Planning Authority of the existing and proposed ground levels of the development and the boundaries of the development plot, and the height of the ground floor slabs and damp proof courses in relation thereto. The works shall be carried out in accordance with the approved details.**

Reason: To ensure satisfactory relationship between the new development and the adjacent buildings, amenity areas and trees in accordance with Test Valley Borough Local Plan 2006 policies AME01, AME02, DES06.

Notes to applicant:

- 1. The following policies in the Development Plans are relevant to this decision:**

South East Plan – May 2009: Policies SP3 (Urban Focus and Urban Renaissance), CC1 (Sustainable Development), CC2 (Climate Change), H4 (Type and Size of New Housing), H5 (Housing Design and Density), T4 (Parking), NRM10 (Noise).

Test Valley Borough Local Plan (TVBLP); Policies - DES01 (Landscape Character), DES02 (Settlement Character), DES05 (Layout & Setting), DES06 (Scale, Height & Massing), DES07 (Appearance, Detail and Materials), DES08 (Trees and Hedgerows), DES09 (Wildlife and Amenity Features), DES10 (New Landscaping), AME01 (Privacy & Open Space), AME02 (Sunlight and Daylight), AME03 (Artificial Light Intrusion), AME04 (Noise and Vibration), AME05 (Unpleasant Emissions), ENV01 (Biodiversity and Geological Conservation), ENV05 (Protected Species), ENV11 (Archaeology and Cultural Heritage), TRA01 (Travel Generating Development), TRA02 (Parking Standards), TRA04 (Financial Contributions Towards Highways Infrastructure), TRA05 (Safe Access), TRA06 (Safe Layouts), TRA09 (Highway Impact), SET01 (Housing within Settlements), ESN03 (Housing Types, Density and Mix), ESN21 (Retention of Recreational Areas and Facilities), ESN22 (Public Recreational Open Space Provision), ESN30 (Infrastructure Provision with New Development), HAZ02 (Flooding), HAZ03 (Pollution), HAZ04 (Land Contamination).

- 2. The decision to grant outline planning permission has been taken because the development is in accordance with the policies of the Development Plan. The re-development of the former children's playing fields to provide 50 dwellings, including 20 affordable houses is acceptable in principle. The only matter that is not in outline, and would not be subject of future reserved matters approval is the access. The access was granted planning permission, as is now shown with this proposal, by the County in approving the relocation of the parking from the access to within the Education Centre and Children's Centre. The access and junctions in the vicinity are within capacity so as to accommodate the proposed development without any harm to highway safety. Whilst the layout, appearance, scale, and landscaping are reserved matters, it is considered that the submitted indicative layout demonstrates that 50 dwellings can be readily accommodated at the site, without detriment to the character and appearance of the wider area and without harm to the residential amenity of neighbouring properties. The density of the proposed development is 35 dwellings per hectare which is in keeping with surrounding development and acceptable. Contributions have been secured in respect of public open space (where provision is not to be made on site) and infrastructure, in respect of highway matters to mitigate the impact of the additional movements within the vicinity, and to secure affordable housing.**

The development is considered acceptable in other regards including in respect of ecological matters, archaeology, contamination, drainage and crime. This informative is only intended as a summary of the reason for the grant of planning permission. For further details on the decision please see the application report which is available from the Planning and Building Service.

3. Please note the illustrative Masterplan has been used for illustrative purposes only. The identified layout is not accepted by the Local Planning Authority, in particular because of the implications for landscaping.
 4. A formal application for connection to the public sewerage system is required in order to service this development, please contact Atkins Ltd, Anglo St James House, 39A Southgate Street, Winchester, SO23 9EH, or www.southernwater.co.uk.
 5. Should a surface water public sewer be required, the requisition procedures set out in the Water Industry Act 1991 may be appropriate. The applicant is advised to contact Atkins Ltd, Anglo St James House, 39A Southgate Street, Winchester, SO23 9EH, or www.southernwater.co.uk.
 6. A formal application for connection to the water supply is required in order to service this development. Please contact Atkins Ltd, Anglo St James House, 39A Southgate Street, Winchester, SO23 9EH, or www.southernwater.co.uk.
 7. No vehicle shall leave the site unless its wheels have been sufficiently cleaned as to minimise mud being carried onto the highway. Appropriate measures, including drainage disposal, should be taken and shall be retained for the construction period. Non compliance may breach the Highway Act 1980.
 8. With regard to the above condition on the submission of highway details, they should be designed to enable an appropriate body in due course to adopt the roads, footway, footpath, cycleway, street lighting and surface water drainage network. The adoption of street lighting and surface drainage will be subject to appropriate arrangements for its maintenance.
 9. The proposal appears to involve a structure either under or adjacent to the existing/future highway. You are advised to contact the Group Engineer (Bridges), County Surveyors Department, Hampshire County Council, The Castle, WINCHESTER, SO23 8UD (01962 841841) to obtain approval in principle prior to the development commencing.
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APPENDIX B

Update Report to Northern Area Planning Committee – 31 May 2012

APPLICATION NO.	11/02729/OUTN
SITE	Land To The Rear Of Former Shepherds Spring County Junior School, Smannell Road, Andover, ANDOVER TOWN (ALAMEIN)
ITEM NO.	7
PAGE NO.	11 – 61

1.0 AMENDMENTS

- 1.1 A plan has been received (as attached), which shows a revision to the lay-by entrance to separate this from the entrance to the application site.

2.0 CONSULTATIONS

- 2.1 **Highways** No objection.

3.0 PLANNING CONSIDERATIONS

Lay-by

- 3.1 The attached plan shows a separate access for the lay-by and the entrance to the site. This removes the potential for conflict between cars exiting the access and cars entering the Smannell Road lay-by. This meets the requirements within the agenda recommendation for such a plan to be provided, and the recommendation is amended to reflect this. Condition 12 is also amended so as to ensure that these works are completed prior to the commencement of any other works.
- 3.2 It is noted that a 'burger van' licence application has been submitted to the licensing department at Test Valley Borough Council. This would be within the Smannell Road lay-by. This is separate from the planning process. If permitted this would take up parking within the lay-by (both in itself and from customers).

Condition 5 – Amendment

- 3.3 At condition 5 on the main agenda the condition quantifies the number of parking spaces that would be required to achieve maximum standards with the current housing types. Should the number of bedrooms be changed for the individual properties the level of parking may change. Reference to a specific number of parking spaces is therefore removed, with a requirement for parking levels to be at the maximum standard. Reference to cycle parking is also removed as this is addressed at condition 9.

Condition 26 – Correction

- 3.4 Within condition 26 (noise mitigation) there is a cross reference to a condition requiring a landscaping belt to the north and west of the site that is considered necessary. This should read condition 17, but in the agenda reads condition 18. The condition is amended as below.

4.0 AMENDED RECOMMENDATION

OUTLINE PERMISSION, subject to conditions and notes as per agenda, but with amended condition 5, 12, and 26, and an additional note (note 10).

5. No development shall commence until proposals for the provision of car parking in accordance with the maximum standards in Annex 2 of the Test Valley Borough Local Plan 2006 have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved parking has been provided and made available for use and the parking spaces shall thereafter be retained for vehicle parking purposes at all times. Reason: In order to ensure the development contributes towards achieving a sustainable transport system and in accordance with Test Valley Borough Local Plan 2006 policy TRA02.

12. No development whatsoever shall commence until such time as the highway works set out below have been completed;

- The works to the entrance to the Smannell Road lay-by access, as shown on plan Y0369-120512-revised.**
- The relocation of the parking provision for the Children's Centre, as shown on Hampshire County Council plan 502727/001 revision A 'General Arrangement' drawing (dated November 2007) submitted at appendix 11 of the submitted Design and Access Statement, as approved by application 11/02362/HCC3N.**

Reason: In the interest of highway safety in accordance with Test Valley Borough Local Plan 2006 policy TRA01, TRA05, TRA06 and TRA09.

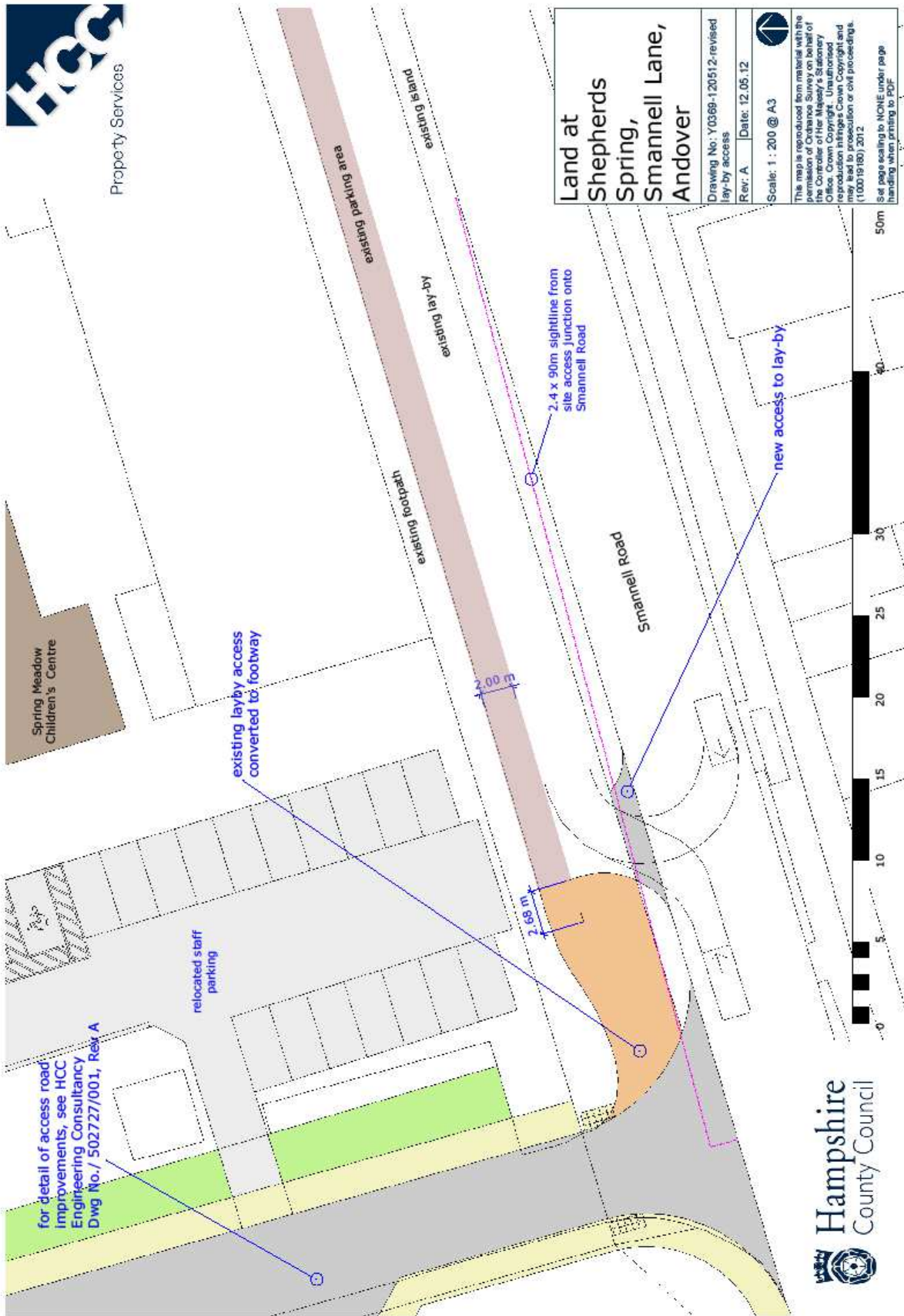
26. No development whatsoever shall commence until such time as a scheme of noise mitigation measures to include a 2 metre wall to the western boundary of the site, inside of the four metre landscape belt required in accordance with condition 17, has been submitted to and approved in writing by the Local Planning Authority. The noise control measures shall also include details of the acoustic performance for windows in upper floor rooms, and any mechanical ventilation for any bedrooms where this would be necessary to ensure that a noise exposure level of no higher than 63LAeq,T dB is achieved between the hours of 0700 and 2300, and 57LAeq,T dB is achieved between the hours of 2300 and 0700. Development shall be carried out in accordance with the approved details.

Reason: To ensure acceptable living conditions are provided for the future occupants of the development in accordance with Test Valley Borough Local Plan 2006 policies AME01, AME04, South East Plan 2009 policy NRM10, and the National Planning Policy Framework.

Notes to applicant:

10. In respect of condition 5 as set out above, based on the indicative layout shown, and the house types proposed, the maximum parking standard for parking would be 102 spaces.

REVISED LAY-BY ACCESS



END OF APPENDIX B.