

APPENDIX D

Officer Update Report to Southern Area Planning Committee on 9 January 2018

APPLICATION NO.	17/02183/OUTS
SITE	Land west of Cupernham Lane, Romsey, Hampshire, ROMSEY EXTRA
COMMITTEE DATE	9 January 2018
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1.0 INTRODUCTION

- 1.1 Additional consultation responses and representations have been received and summarised below. Further updates are provided in relation to highways, drainage, ecology and education resulting in a revised recommendation and the addition of further highways conditions.
- 1.2 Additional plans are provided in the update showing the site context, levels information, the proposed pedestrian crossing island and the layout associated with the extant outline permission.

2.0 CONSULTATIONS

2.1 Planning & Building (Landscape) – Objection;

- Although a less formal layout it is still quite regimented and urban in parts, this, along with similar estate style house types will give rise to a more urban character than seen along Cupernham lane at present. It is an improvement from the 94 dwellings, however some of the POS areas are 'leftover' spaces to the western edge and these may be subject to SUDS/drainage features rendering the spaces less valuable for recreational uses. These features need to be shown in the indicative plan.
- Trees shown in front garden will still not be of any great size within the landscape.
- The large 'double' shared driveways create urban style spaces between houses, sometimes these also have garages to the rear or could have as space permits which would create a length of built development a long the road and extinguish any sense of countryside space between dwellings. These driveways would have to carefully thought out in terms of materials and edgings to soften them and reduce/remove any potential impact.
- The current density still gives rise to a quite formal and urban layout unlike the approved scheme 15/01832 which had much more variation and opportunity to create a suitable character development (subject to reserved matters).

- The farm house 'imagined' site for the flats is likely to look a little false and out of place with no associated farmland or remnants in the landscape context. There remains a large car park which cannot be disguised as anything else. Despite the additional trees and screening, this is wholly out of character to have such a concentration of cars in one area like this.
- There is a clear intention to better the scheme however it still appears out of character and/or creating a false character not suitable to the rural but domestic edge setting.

2.2 Planning & Building (Trees) – Objection;

- Changes have not addressed previous concerns that the proposed housing remains drawn too close to existing trees and that proposed trees remain too close to proposed housing.

2.3 Community & Leisure (Health Promotion) – No objection

3.0 REPRESENTATIONS

3.1 Additional representations received in relation to revised plans

3.2 Romsey Town Council – Objection;

- RTC objections to the original submission still stand.

3.3 8 additional letters of representation – Objection;

- The reduction from 94 to 73 results in no material planning reasons to change previous objections.
- Previous permissions do not set a precedent and the application should be considered on its merits.
- Overdevelopment
- Inadequate infrastructure to accommodate more development
- Flat development on the southern edge of the site is out of character
- Concern that the internal roads could service further developments.
- Risk of pollution and detracting from the Fishlake Meadows Nature Reserve.
- Unnecessary housing development.

4.0 PLANNING CONSIDERATIONS

4.1 Highways

As is stated in para 8.63 of the Officers recommendation the details of the island crossing to link with the footpath provided by the Baroona development have been under negotiation with HCC. The current plan has been added to the Update Paper for member's information. However it is recommended that final approval is delegated to the Head of Planning and Building following conclusion of the agreement with HCC Highways. Following the progress in relation to the crossing and access the Highways Officer has recommended a number of suitable conditions (17-26) which have been added to the recommendation.

It is also necessary to secure the rights of the public to travel through the site to access the footpath to the east of the Oxlease development and the wider network. An additional point has been added to those items to be secured by the s106 legal agreement.

4.2 **Drainage**

As stated in para 8.74 of the Officers recommendation, following a change HCC's policy in relation to outline applications, further details of the proposed site drainage are required at this stage. A revised Flood Risk Assessment and Preliminary Surface Water and Foul Water Drainage Strategy (Odyssey, Jan 2018) has been submitted in line with the guidance provided by HCC Flood and Waste Water Management Team and it is proposed to delegate to the Head of Planning and Building to secure their formal consultation response prior to any permission being issued.

4.3 **Ecology & Protected Species**

The Ecology Officer has requested to be consulted on the detailed drainage scheme secured by condition 12. However following the submission of the details described above it is considered appropriate to consult the Ecology Officer on the revised flood risk and drainage strategy prior to its approval.

4.4 **Education**

As is stated in para 8.51 of the Officers recommendation amount of education contribution to be secured needs to be altered as a result of the reduction in the number of dwellings proposed. The revised figure has not yet been provided by the Education Authority and it is recommended that the conclusion of this consultation be delegated to the Head of Planning & Building.

4.5 **Landscape & Arboriculture**

The Landscape Officer has acknowledged the improvements in the reduction to 73 dwellings but has continued to raise concern that the proposals would not allow the same spaces available for landscaping provided by the outline permission for 40 units.

4.6 Whilst this point is accepted and there would be an additional landscape impact resulting from the increased density of development compared to the extant planning permission the reduction in the proposed numbers from the original scheme for 94 units has enabled a suitable indicative layout to be produced. In this instance an efficient use of what is a large area of land must be weighed against any limited increase in impact to the character and appearance if the area resulting from the increased density.

4.7 Further concern has been raised in relation to the proposals for the southern end of the site. It is however considered that the rural style of buildings illustrated in the submitted concept drawings represent a considerable improvement over the originally submitted scheme which contained three large blocks. It is also noted that the block arrangement is replicated in the extant outline permission.

4.8 The revised indicative layout has provided increased garden sizes, both front and rear, throughout the development. However the Arboricultural Officer has continued to raised concern that some properties do not have the approximately 15m separation advised in the supporting text to policy E2. It does appear that some of the gardens on the northern boundary would have separations below 15m to the existing canopies. However the layout remains indicative with all built forms outside of route protection areas. It is apparent that a reserved matters scheme could be brought that complies with the separation distances with only minor alterations to a small number of plots. It is therefore accepted in principle that the site could be developed without detrimental impact on protected trees subject to suitable details being secured by condition and informing the layout proposed at the reserved matters stage.

5.0 **AMENDED RECOMMENDATION**

Delegate to the Head of Planning & Building for the satisfactory conclusion of consultations with:

- **HCC Local Lead Flood Authority**
- **HCC Highways Authority**
- **HCC Education Authority**
- **Ecology**

The completion of a legal agreement to secure the following:

- **Provision of 40% affordable housing on site and financial contribution to partial units, with final tenure and mix to be agreed**
- **Financial contribution of £1,300 per dwelling towards mitigation measures in accordance with the ‘New Forest SPA Mitigation – Interim Framework’**
- **Off-site highways works for the provision of a pedestrian crossing island on Cupernham Lane**
- **Financial contribution towards primary school education.**
- **Secure pedestrian and cycle access through the site to link with the footpath network the east of the Oxlease development.**

6.0 **ADDITIONAL CONDITIONS**

17. No development hereby permitted shall be commenced until the Local Planning Authority for roads, footways, footpaths and cycleways to be offered to HCC for adoption, shall have approved in writing:

1. Details of

- a) the width, alignment, gradient and surface materials 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.**

Development shall be undertaken in accordance with the approved details.

Reason: To ensure that the roads, footway, footpath, cycleway, street lighting and surface water drainage are constructed and maintained to an appropriate standard to serve the development in accordance with Test Valley Borough Revised Local Plan 2016 policy T1.

- 18. No development above DPC level of the first unit to be constructed shall commence until the Local Planning Authority shall have approved in writing a Quality Audit incorporating a Stage 1 Safety Audit, as recommended in Manual for Streets published by the Chartered Institute for Highways and Transportation.**

Reason: To ensure that the highways works are provided to an appropriate standard to serve the development in accordance with Test Valley Borough Revised Local Plan (2016) Policy T1.

- 19. Prior to the commencement of development details of the means of access, including the layout and sight lines, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented before the start of the development/use commences of the access and retained as such at all times.**

Reason: To ensure that the access into the site is provided to an appropriate standard to serve the development in accordance with Test Valley Borough Revised Local Plan (2016) Policy T1.

- 20. Prior to the commencement of development full details of the layout for the parking and manoeuvring on site 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 Revised Local Plan (2016) Policy T1.

- 21. The gradient of the drive shall not exceed 5% within 6 metres of the edge of the carriageway of the adjoining highway.**

Reason: In the interest of highway safety in accordance with Test Valley Borough Revised Local Plan (2016) Policy T1.

- 22. Any gates shall be set back at least 6 metres from the edge of the carriageway of the adjoining highway and the access shall be splayed at an angle of 45 degrees from this point to the edge of the highway.**

Reason: In the interest of highway safety in accordance with Test Valley Borough Revised Local Plan (2016) Policy T1.

- 23. Any garage /carport which faces direct on to the highway shall be built at least 6 metres from the highway boundary.**

Reason: To provide space in front of the garage to enable vehicles to wait off the highway whilst garage doors are open/closed and in the interest of highway safety in accordance with Test Valley Borough Revised Local Plan (2016) Policy T1.

- 24. Any single garage shall measure 3m by 6m 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 Revised Local Plan (2016) Policy T1.

- 25. At least the first 6 metres of the access track measured from the nearside edge of 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 Revised Local Plan (2016) Policy T1.
