

**Application number:** O/18/83634  
**Case Officer:** Kitty Budden  
**Received Date:** 17/07/2018  
**Site Address:** Land West of Woodhouse Lane, Hedge End, SO30 2EZ  
**Applicant:** Hampshire County Council

**Proposal:** Hybrid planning application for the proposed development of a residential and education led site with access off Woodhouse Lane. Outline: Up to 605 residential dwellings, a local centre, pedestrian and cycle links, a pedestrian SINC crossing, drainage, public open space, landscaping, other supporting infrastructure and mitigation measures (including noise attenuation) associated with the development.

Full: 7 Form Entry secondary school with the potential to expand to 9 Form Entry and associated sports provision, primary access roads and points of access, pedestrian and cycle links (including the diversion of route number 6c), an underpass, a pedestrian SINC crossing, drainage, landscaping, utilities, other supporting permanent and temporary infrastructure and mitigation measures associated with the development.

This application is subject to an Environmental Impact Assessment and is a departure from the development plan, and affects Public Rights of Way.

**Recommendation:** PERMIT, subject to the referral of the planning application to the Secretary of State; no material planning objections from outstanding consultees and completion of S106 legal agreement, delegated back to Chair, Vice Chair and Ward Members for final approval.

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## CONDITIONS AND REASONS:

### Education Development and Access:

1. The school development hereby permitted shall begin no later than two years from the date of this decision.  
Reason: To comply with Schedule 2, Part 16 of the Town and Country Planning General Permitted Development Order 2015.

2. The school development hereby permitted shall be implemented in accordance with the following plans numbered: 251898-PL-001; 251898\_PL\_018; 01001; 01002; 01003; 01004; 01005; 02001; 02002; 02003; 02004; 03001; 03002; 03003; 03004; 30050; 06001; 06002; 100-M; 101-H; 102-H; 103-H; 104-C; 105-A; 300-F; 20001; 20002; 20010; 20056; 3001; 31002; 31010; 31011; 30001; 00215; 40001; 40002; 40003; 40004; 40005; 130; 131; 132; 133; 134; 135; 136; 137; 160; 161; 162; 163; 164; 165; 166; 167; 168; 169; 170; 171; 180; 1710; 4001; 4002. Reason: For the avoidance of doubt.
3. The materials to be used in the exterior of the school shall accord with the Schedule of External Materials, unless otherwise agreed in writing by the Local Planning Authority. Reason: To ensure a high quality appearance.
4. All construction and demolition work associated with the school shall comply with the submitted Construction and Environment Management Plan, titled Construction Phase Plan Rev 4. This Plan shall be reviewed and updated as necessary throughout the construction phase in discussion with the Local Planning Authority. Reason: To limit the impact the development has on the amenity of the locality.
5. The school development shall not commence until evidence has been submitted and approved by the LPA that the tree protection measures have been installed, as detailed in the tree protection plan contained within the Arboricultural Impact Assessment, produced by Treework Environmental Practice, Ref. 181203-1.2-SSHE-AIA-CH dated 3 December 2018. Once approved, no access by vehicles or placement of goods, chemicals, fuels, soil or other materials shall take place within the fenced area. Tree protection measures shall be retained in their approved form for the duration of the work. The development must accord with the Arboricultural Implications Assessment and Method Statement, produced by Treework Environmental Practice, and may only be modified subject to written agreement from the LPA. This condition may only be fully discharged upon completion of the proposed development, subject to submission of monthly monitoring reports, detailing supervision activity and inspections of tree protection measures. Reason: To retain and protect the existing trees which form an important part of the amenity of the locality.
6. No development, excavation or demolition shall commence until a site meeting has taken place with the site manager, the retained arboricultural consultant and a representative from the Local Planning Authority. Work cannot commence until the LPA officer has inspected

and approved the tree protection, ensuring it conforms to the Tree Protection Plan and the Arboricultural Report. All other aspects of the Arboricultural Report will be addressed at this meeting. The tree protection shall be retained until the development is completed and nothing shall be placed within the fencing, nor shall any ground levels be altered or excavations made without the written consent of the Local Planning Authority. This tree condition may only be fully discharged on completion of the development subject to satisfactory written evidence of monitoring and compliance by the pre-appointed tree specialist during construction.

Reason: To retain and protect the existing trees which form an important part of the amenity of the locality.

7. No burning of materials obtained by site clearance or any other source shall take place during the demolition, construction and fitting out process.

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

8. No vegetation clearance shall occur on site during the bird nesting season [between 1st March & 31st August] unless supervised by an appropriately qualified ecologist.

Reason: To prevent harm to breeding birds.

9. Prior to the occupation of any school building (or, in accordance with a timetable to be agreed in writing with the Local Planning Authority), the following shall be submitted to and approved in writing by the Local Planning Authority:

- A report showing how the development meets the relevant essential requirements in the Eastleigh Borough Council's adopted Environmentally Sustainable Development Supplementary Planning Document, including:
- A BREEAM New Construction Post Construction certificate at 'excellent' standard.

The development shall not be carried out otherwise than in accordance with the approved details.

Reason: To support a comprehensive approach to high quality design across the site; and to ensure the non-residential elements of the development meet the relevant essential requirements of the adopted Environmentally Sustainable Development Supplementary Planning Document.

10. Prior to commencement of works in relation to the playing fields, a sports turf agronomist assessment of the ground condition shall be undertaken. A scheme for the preparation of the playing field land shall

be submitted to, and approved in writing by, the Local Planning Authority. The preparation of the playing fields shall accord with the approved scheme. Reason: To ensure the playing fields and constructed to a high standard.

11. Prior to installation, the siting and installation of plant and equipment, including process exhausts, which gives rise, or is likely to give rise, to emissions to air of either ash, dust, fume, gases, grit, odours or soot shall be approved in writing by the Local Planning Authority. Any plant or equipment used for the purpose of air conditioning shall be provided with suitable acoustic attenuation, or sited at agreed locations, to mitigate the effects of noise as approved in writing by the local planning authority. Reason: In the interests of residential amenity.
12. The School development hereby permitted shall not be brought into use until the car park has been constructed, surfaced and marked out in accordance with the approved plan. The approved parking area shall not thereafter be used for any purpose other than the turning, parking, loading and unloading of vehicles.  
Reason: To make provision for off street parking for the purpose of highway safety.
13. Within 6 months of construction of the school being commenced, a scheme for the cessation of use of the temporary haul road and a specification for the restoration of the land shall be submitted to, and approved in writing by, the Local Planning Authority. Upon the use of the haul road stopping, and within a time period to be agreed with the LPA, the approved restoration specification shall be completed.  
Reason: To ensure the appropriate restoration of the land.
14. Details of the use of any sound amplification equipment to be used in the school hereby permitted shall be submitted to and approved in writing by the Local Planning Authority prior to the use of any such equipment. The sound amplification equipment shall not be used otherwise than in accordance with the approved details.  
Reason: In the interests of the amenities of occupiers of nearby properties.

Residential Development Conditions:

15. The residential development hereby permitted shall begin either:
  - a) No later than the expiration of three years from the date of this permission; or
  - b) No later than the expiration of two years from the date of approval of

the last of the reserved matters to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

16. No residential development shall start until details of the:
  - a) Layout of the site
  - b) Scale of the buildings
  - c) External appearance of the buildings
  - d) Landscaping of the site[hereafter called "the reserved matters"] for at least the first phase of development have been submitted to and approved in writing by the Local Planning Authority. The reserved matters shall be in general accordance with the approved plans, 251898-PL-001; Land Use (251898\_PL\_002 Rev 11); Building Heights (251898\_PL\_003 Rev 9); Hydrology (251898\_PL\_004 Rev 9); Access and Movement (251898\_PL\_005 Rev 12); Landscape and Ecology (251898\_PL\_006 Rev 12); and Densities (251898\_PL\_7 Rev 10) parameter plans. Application for the approval of the reserved matters shall be made within two years of the date of this permission. The development shall accord with the approved details. Reason: To comply with Section 92 of the Town and Country Planning Act 1990.
17. Upon submission of the first reserved matters application and any subsequent applications, a supporting statement shall be provided demonstrating how the detailed design of the scheme responds to the principles set out in the Design Principles, November 2018 Post Submission Issue 2. Reason: To ensure delivery of high quality development.
18. The development must accord with the parameter plans and Design Principles, unless agreed in writing by the Local Planning Authority. Reason: To ensure high quality development.
19. Upon submission of the first reserved matters, a Landscape and Ecological Protection, Mitigation and Management Strategy shall be provided for approval by the Local Planning Authority, in general accordance with the approved Landscape and Ecology parameter plan. Each phase of the development must demonstrate compliance with this strategy through the submission of a landscape and ecology management plan and implementation report and the development shall not be carried out otherwise than in accordance with the approved strategy and details. The Strategy and Plan shall include:

- details of mitigation, enhancement, management and monitoring of habitats on and off-site (related to the development) and all landscaped areas (except privately owned domestic gardens);
- details of the extent and type of new planting, to be of native species;
- details of maintenance regimes including a SINC management plan;
- details of any new habitats created on site;
- details of any new wetlands/SuDS created on site and their future management;
- details of the treatment of site boundaries and/or buffers around water bodies;
- incorporation of features suitable for use by breeding birds and bats;
- details of management responsibilities;
- a timetable for implementation.

The development shall accord with the details set out in the Plan.

Reason: To ensure the protection of wildlife and supporting habitat found on the site and to secure opportunities for the improvement of wildlife corridors and wider enhancement of the nature conservation value of the site in line with national planning policy.

20. No construction or demolition work for the residential development phases shall start until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. Demolition and construction work shall only take place in accordance with the approved method statement which shall include:
- a) a programme and phasing of the demolition and construction work, including roads, landscaping and open space;
  - b) location of temporary site buildings, compounds, construction material and plant storage areas used during demolition and construction;
  - c) the arrangements for the routing/ turning of lorries and details for construction traffic access to the site, including a lorry routing plan;
  - d) the arrangements for deliveries associated with all construction works, loading/ unloading of plant & materials and restoration of any damage to the highway [including vehicle crossovers and grass verges];
  - e) the parking of vehicles of site operatives and visitors;
  - f) measures to control the emission of dust and dirt generated by demolition and construction, including measures to prevent mud on the highway;
  - g) provision for storage, collection, and disposal of rubbish from the

development during construction period;  
h) temporary lighting;  
i) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;  
j) safeguards for fuel and chemical storage and use, to ensure no pollution of the surface water leaving the site;  
k) diagrammatic and written details of construction drainage containing three forms of temporary filtration;  
l) measures to offset construction impacts on protected species and sites, including protective fencing for ecological areas.

Reason: To limit the impact the development has on the amenity of the locality.

21. No construction or deliveries to the site except between the hours of 0800 to 1800 Monday to Friday, 0900 to 1300 on Saturday, and at no other time on Sundays, Bank and Public holidays. Reason: To limit the impact the development has on the amenity of the locality.
22. No construction or demolition shall take place until commenced a noise and vibration assessment of the demolition and construction activities shall be carried out, and a scheme of works detailing the mitigation measures to control noise and vibration from the development, including piling, shall be submitted to, and approved in writing by, the LPA. (The scheme shall detail the mitigation measures for protecting existing and proposed dwellings from noise and vibration, and as deemed necessary by the LPA). The assessment should have due regard to the advice and guidance contained in British Standard BS5228:2009 (A1 2014) "Noise And Vibration Control On Construction And Open Sites". Reason: To protect the amenities of occupiers of any nearby premises and minimise the risk of vibration damage to neighbouring buildings.
23. No construction, demolition, or site clearance shall not begin until the developer has carried out a dust assessment, and prepared a scheme of works to deal with dust from the site that adequately takes into account the impact of site preparation and construction works, on existing and proposed dwellings, has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall detail the mitigation measures for protecting existing and proposed dwellings from dust and should take account of the Institute of Air Quality Management guidance, 'Guidance on the assessment of dust from demolition and construction sites'. Reason: To protect the amenities of occupiers of any nearby premises from dust.

24. No burning of materials obtained by site clearance or any other source shall take place on this site during the demolition, construction and fitting out process without the prior written permission of the Local Planning Authority. Reason: To protect the amenities of the occupiers of nearby properties.
25. No vegetation clearance shall occur on site during the bird nesting season [between 1st March & 31st August] unless supervised by an appropriately qualified ecologist. Reason: To prevent harm to breeding birds.
26. Prior to commencement of each phase of development, the following details for each phase been submitted to and approved in writing by the Local Planning Authority. The details must be in accordance with the Design Principles as set out in Condition 3 (as applicable):
  - a) details and samples of the materials to be used in the construction of the external surfaces of the development;
  - b) Details of rainwater goods;
  - c) Details and location of meter boxes;
  - d) Colours and materials for fascias and soffits;
  - e) Balcony details (if applicable);
  - f) Details of chimneys;
  - g) Street trees;
  - h) Window design and detail;
  - i) Any green roofs.
  - j) the alignment, height and materials of all walls, fences and other means of enclosure;
  - k) width, alignment, gradient, sight lines and type of construction proposed for any footpaths and accesses;
  - l) plans including cross sections to show proposed ground levels and their relationship to existing levels both within the site and on immediately adjoining land;
  - m) details for ongoing management and maintenance of any roads, footpaths and accesses including any future plans for adoption;
  - n) the provision to be made for street lighting and/or external lighting. Lighting shall be designed to comply with the advice and guidance of the Institute of Lighting Professional, ILP, publication 'Guidance Notes for the Reduction of Obtrusive Light GN01:2011'; and located to minimise light spillage and avoid impacting on flight corridors used by bats;
  - o) The provision to be made for the parking of vehicles;
  - p) provision of bin and cycle storage.



The development shall not be occupied until the approved details have been fully implemented unless agreed in writing by the Local Planning Authority.

Reason: To ensure high quality design and limit the impact the development has on the locality.

27. No development shall take place until the developer has secured the implementation of a programme of archaeological work in accordance with a written scheme of works that describes the archaeological excavation in detail, of the archaeological site identified in the archaeological evaluation, which has first been submitted to and approved in writing by the Local Planning Authority. Reason: To ensure that the archaeological interest of the site is properly safeguarded and recorded.
28. Prior to commencement of each phase of development, plans and particulars of the internal road layout, to an adoptable standard, shall be submitted to, and approved in writing by, the Local Planning Authority. Development shall accord with the approved details. Reason: In the interests of highway safety.
29. Prior to the commencement of each phase of development, details of a technology and communication strategy for the provision of broadband, fibre optic and audio visual technology within that phase must be submitted to and approved in writing by the Local Planning Authority. The infrastructure must then be provided for use upon first occupation of the buildings hereby permitted within that phase and retained thereafter. Reason: To improve the opportunities to work from home and to reduce the proliferation of individual masts, aerials, satellite dishes and wiring on flatted and commercial blocks in the interests of visual amenity.
30. No residential development shall start until an updated Arboricultural Impact Assessment, Method Statement, Tree Survey and a protective fencing plan has been submitted to and approved in writing by the Local Planning Authority. The development must accord with the approved details and to the appropriate British Standard. This condition may only be fully discharged upon completion of the proposed development, subject to satisfactory written evidence of monitoring and compliance by the retained arboricultural consultant during construction. Reason: To retain and protect the existing trees which form an

important part of the amenity of the locality.

31. No residential development, or associated excavation or demolition shall commence until a site meeting has taken place with the site manager, the retained arboricultural consultant and a representative from the Local Planning Authority. Work cannot commence until the LPA officer has inspected and approved the tree protection, ensuring it conforms to the Tree Protection Plan and the Arboricultural Report. All other aspects of the Arboricultural Report will be addressed at this meeting. The tree protection shall be retained until the development is completed and nothing shall be placed within the fencing, nor shall any ground levels be altered or excavations made without the written consent of the Local Planning Authority. This tree condition may only be fully discharged on completion of the development subject to satisfactory written evidence of monitoring and compliance by the pre-appointed tree specialist during construction.  
Reason: To retain and protect the existing trees which form an important part of the amenity of the locality.
  
32. No residential phase shall start on site until the following has been submitted to, and approved in writing by the Local Planning Authority:
  - a.) a report of preliminary investigation comprising a Desk Study, Conceptual Site Model, and Preliminary Risk Assessment documenting previous and existing land uses of the site and adjacent land in accordance with national guidance and as set out in Contaminated Land Report Nos. 11, CLR11, and BS10175:2011 Investigation of potentially contaminated sites - Code of Practice, and, unless otherwise agreed with the LPA;
  - b.) a report of a site investigation documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the Preliminary Investigation and in accordance with BS10175:2011, and BS 8576:2013; and unless otherwise agreed with the LPA;
  - c.) a detailed site specific scheme for remedial works and measures to be undertaken to avoid the risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring.  
Such a scheme shall include nomination of a competent person to oversee the implementation of the works. Reason: To minimise the risk from land contamination for public safety.
  
33. The development hereby permitted shall not be occupied until there has been submitted to the Local Planning Authority verification by the competent person approved under the provisions of condition X(c) that

any remediation scheme required and approved under the provisions of condition X(c) has been implemented fully in accordance with the approved details (unless varied with the written permission of the LPA in advance of implementation).

Unless agreed in writing with the LPA such verification shall comply with the guidance contained in CLR11 and EA Guidance for the Safe Development of Housing on Land Affected by Contamination - R&D Publication 66: 2008. Typically such a report would comprise:

- a.) a description of the site and its background, and summary of relevant site information,
- b.) a description of the remediation objectives and remedial works carried out
- c.) verification data, including - data (sample locations/analytical results, as built drawings of the implemented scheme, photographs of the remediation works in progress, etc.
- d.) Certificates demonstrating that imported and / or material left in situ is free from contamination, gas / vapour membranes have been installed correctly

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under condition X(c)". Reason: To minimise the risk from land contamination for public safety.

34. No residential development shall start until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall cover all hard & soft landscaping [including trees and boundary treatment] and shall provide details of timings for all landscaping and any future maintenance. The works shall be carried out in accordance with the approved plans and to the appropriate British Standard.

Reason: In the interests of the visual amenity of the locality and to safeguard the amenities of neighbouring residents.

35. No residential development shall start until a site wide green infrastructure strategy, has been submitted to, and approved in writing by, the Local Planning Authority. The strategy shall detail the extent and nature of the natural habitat, open space and corridors within the network. The network should incorporate all open space within the development and extend into the urban area via wildlife corridors and other enhancements. The strategy should be overarching, referencing all the species specific strategies and providing details relating to overall habitat connectivity within the network and any requirements above that provided for mitigation. The final green infrastructure should be multifunctional and provide gains for wildlife and the human population in line with national policy.

Reason: To ensure provision of a fully connected, multifunctional green infrastructure that can be access by the population and nature.

36. All hard & soft landscaping, tree planting and boundary treatment shall be carried out in accordance with the approved details and to the appropriate British Standard. For a period of 5 years after planting, any trees or plants which are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of the same species, size and number as originally approved in the landscaping scheme.

Reason: In the interests of the visual amenity of the locality and to safeguard the amenities of neighbouring residents.

37. No development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SuDS). The drainage system should be designed to accommodate surface water runoff according to the following criteria:

i) The surface water drainage system must be designed to control runoff and prevent flooding of property in up to a 1 in 100 year storm event, plus an allowance for an increase in storm intensity with climate change in line with National Planning Policy Framework. In line with CIRIA C635 "Designing for Exceedence in Urban Drainage", events under the 1 in 30 year return period should be contained within the system, while short-term surface flooding in events in exceedance of the 1 in 30 year return period is acceptable, so long as this can be safely stored without risk to people.

ii) The rate at which surface water is discharged from the site may vary with the severity of the storm event but should be no greater than the undeveloped rate of runoff for a given event;

iii) The drainage arrangement should also be such that the volumes of surface water leaving the site are no greater than that at pre-development. Long-term storage may be required to control any additional surface water volumes generated.

iv) Surface water discharges to watercourses must not exceed a velocity of 1 m/s;

v) The development should achieve nutrient neutrality.

Reason: To ensure satisfactory drainage from the development and to ensure no impact on the Solent Complex from pollution or changes in flow within the operational phase.

38. Development shall not commence until details of the SUDS have been submitted to and approved in writing by the Planning Authority. Details must comply with Advice Note 3: <https://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-3-Wildlife-Hazards-2016.pdf>. The submitted Plan shall include details of:

- Profiles and dimensions of water bodies
- Details of marginal planting

Careful consideration should be given to the increased carrying capacity for feral geese within the aerodrome vicinity and a summary of suggestions for SUDS sites/feral geese are shown below:

- No islands
- 1m fringe of common reed *phragmites australis*
- Steep sided banks into the water
- Signs discouraging feeding of birds

No subsequent alterations to the approved SUDS scheme are to take place unless first submitted to and approved in writing by the LPA. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Southampton Airport through the attraction of Birds and an increase in the bird hazard risk of the application site. For further information please refer to Advice Note 1 and 3

<https://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-3-Wildlife-Hazards-2016.pdf> and <https://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-1-Aerodrome-Safeguarding-An-Overview-2016.pdf>.

39. Prior to commencement of the residential development, a drainage strategy detailing the proposed means of foul water sewerage disposal and an implementation timetable shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall accord with the approved details and timetable. No occupations shall take place until it has been demonstrated that there is capacity available.

Reason: To ensure satisfactory provision of foul and surface water drainage and protect biodiversity.

40. Prior to the commencement of the residential development hereby permitted a detailed assessment of noise arising from road traffic and educational uses including playing fields, and a detailed noise mitigation scheme to address such noise (with measures to provide

satisfactory internal and external noise standards to include site layout and building orientation, building construction, glazing, mechanical ventilation, acoustic screening and phasing of development and occupation) shall be submitted to and approved in writing by the Local Planning Authority. The internal noise standards to be achieved shall be agreed in writing by the Local Planning Authority prior to the submission of the noise mitigation scheme. The noise mitigation measures, as approved in writing by the Local Planning Authority, shall be fully installed and verified as performing as required prior to the first occupation of each dwelling unit, and shall thereafter be retained. Reason: In the interests of residential amenity and to protect business interests.

41. Development shall not commence until a Bird Hazard Management Plan has been submitted and approved in writing by the LPA. The submitted plan shall include details of:
- Monitoring and management of the SUDS system to ensure that there is a zero tolerance to nesting feral geese.
  - Monitoring and management of the site to ensure there is a zero tolerance to nesting gulls. This should include the management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and 'loafing' birds.
- The Bird Hazard Management Plan should comply with advice note 3 (<https://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-3-Wildlife-Hazards-2016.pdf>).
- The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the development. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the LPA. Reason: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Southampton Airport.
42. No construction or demolition shall take place until details of the measures to protect the public sewer apparatus located within the site 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: In the interests of protecting the public sewers.
43. Prior to the commencement of each residential phase of the development hereby approved (or in accordance with a timetable to be agreed in writing with the local planning authority) other than for the access works a BREEAM Communities final certificate at Excellent

level shall be submitted to and approved in writing by the Local Planning Authority in respect of that phase.

Reason: To demonstrate the required compliance with BREEAM Communities Excellent standard.

44. Before two years from the final occupation of each residential phase, a post occupancy evaluation report detailing compliance with BREEAM Communities Excellent must be submitted to and approved in writing by the Local Planning Authority, the parameters of which must be agreed with the Local Planning Authority prior to submission. Reason: To ensure compliance to the required BREEAM Communities standard.

45. Prior to the occupation of any building within each individual phase of the development (or, in accordance with a timetable to be agreed in writing with the Local Planning Authority), the following shall be submitted to and approved in writing by the Local Planning Authority: As built stage SAP data and as built stage water calculator confirming energy efficiency and the predicted internal mains water consumption to achieve:

- In respect of energy efficiency, a standard of a 19% improvement of dwelling emission rate over the target emission rate as set in the 2013 Building Regulations
- In respect of water consumption, a maximum predicted internal mains water consumption of 105 litres/person/day.

Reason: To support a comprehensive approach to high quality design across the site; in line with the guidance set out in the Government's Ministerial Statement of 25 March 2015 which states that Local Planning Authorities should, from the date of its publication, take into account the government's intentions in the statement "and not set conditions with requirements above a Code level 4 equivalent" for residential development. To ensure the non-residential elements of the development meet the relevant essential requirements of the adopted Environmentally Sustainable Development Supplementary Planning Document.

46. Prior to the commencement of each residential phase of development, details of a technology and communication strategy for the provision of broadband, fibre optic and audio visual technology within that phase must be submitted to and approved in writing by the Local Planning Authority. The infrastructure must then be provided for use upon first occupation of the buildings hereby permitted within that phase and retained thereafter.

Reason: To improve the opportunities to work from home and to reduce the proliferation of individual masts, aerials, satellite dishes and

wiring on flatted and commercial blocks in the interests of visual amenity.

47. The residential development hereby permitted shall not be occupied until the parking areas including the garages and unallocated visitor spaces have been provided in accordance with the approved plans and thereafter permanently retained and used only for the purposes of accommodating bicycles and private motor vehicles incidental to the enjoyment of the dwelling house as a residence.  
Reason: To make provision for off street parking for the purpose of highway safety and to ensure adequate provision of on-site facilities.
48. The commercial units within the Local Centre hereby approved in outline shall not be used for Hot Food Takeaways (A5 Use Class) and no change of use to Class A5 shall be permitted under the Town and Country Planning [Use Classes] Order 1987 (as amended). Reason: To protect the amenities of the locality and to support the Council's wider health strategy.

Note to Applicant: In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Eastleigh Borough Council takes a positive approach to the handling of development proposals so as to achieve, whenever possible, a positive outcome and to ensure all proposals are dealt with in a timely manner.

Note to Applicant: Given the nature of the development, it is possible that a crane may be required during its construction. The applicant's attention is therefore drawn to the requirement within the British Standard 'Code of practice for safe use of cranes' for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Crane and Other Construction Issues', available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>.

Note to Applicant: A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire, SO21 2SW (Tel. 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk).



## Report:

1. This application has been referred to Committee because it is a major development which is a departure from the adopted Development Plan and of significant public interest.
2. It is one of two applications submitted by the applicant for consideration; the other comprising an outline application for residential development at land to the North and East of Winchester Street (O/18/83698). This site is considered separately and on its own merits; however where there are matters that link the two sites, these are noted as such in this report.

### **The site and its surroundings**

3. The site is located on the outskirts of Hedge End and sits on land between Hedge End and Botley, designated as Countryside and Local Gap in the adopted Eastleigh Borough Local Plan Review 2001-2011. Comprised of gently undulating agricultural land (pasture and arable) (Grade 3a and 3b), the site has a distinct field pattern reinforced by Ancient Woodland, hedgerows, and trees to the edge of the existing Public Right of Way which passes through the site on a northwest-southeast trajectory.
4. A strip of Ancient Woodland runs through the site, known as Bushy Copse and is protected as a Site of Importance for Nature Conservation (SINC). A steep-sided stream (referred to as a Gilly) runs through the SINC. This SINC connects to Bottom Copse, which is under separate ownership but physically and functionally is part of the same ecological habitat, and part of the SINC.
5. The site is currently accessed via two vehicular accesses from Woodhouse Lane, the main access being on the line of a bridleway that runs roughly through the centre of the site. The second, and less engineered access, is to the south western edge of the site adjacent to the woodland at Bottom Copse, providing access to the fields to the west. Pedestrian access is via the bridleway which links to an existing footpath to the northwest through the well-established residential area, and crosses Woodhouse Lane to the east to continue as a bridleway connecting to Holmesland Lane. An additional, permissive, footpath exists in the north of the site which runs along, and close to, the boundary with the railway line. It is apparent that unauthorised access to the wider site also routinely takes place, particularly through the SINC and along the edges of the fields west and south of the SINC.
6. There are a number of constraints within the site in addition to the SINC, including an intermediate pressure gas pipeline and water main aligned northwest-east, with associated easements. Overhead 132kv electrical cables run along the northern boundary with the site aligned with the railway line and 11kv cables pass through the site roughly

aligned with the bridleway until reaching the field boundary closest to Woodhouse Lane, where they split to travel both north and south-southwest.

7. Outside of the site boundary, the Eastleigh-Fareham railway line runs along the northern boundary with an hourly service at the Hedge End station located northwest of the site, approximately 1.4km away.
8. The eastern boundary is defined by Woodhouse Lane. On the 22<sup>nd</sup> November 2017, the Botley Bypass planning application was consented by Hampshire County Council (HCC) (reference CS/17/81226) which includes alterations and improvements to Woodhouse Lane that impact the existing boundary to the site.
9. The southern boundary of the site runs to the north of Bottom Copse then travels along the edge of a residential area with Botleigh Grange Business Park behind, and the rear boundary of Berrywood Primary School. The site boundary then bisects the defined SINC along the western boundary with residential properties to the west, outside of the line of the SINC.
10. The surrounding development is characterised primarily by housing estates from the 1980s to present day, although there are a small number of Locally Listed barns along the eastern side of Woodhouse Lane. Hilliers Garden Centre occupies a site on the eastern side of Woodhouse Lane.

### **Description of application**

11. The application comprises a hybrid application; that being a planning application that seeks full planning permission for development on one part of a site and outline planning permission for another part of the same site.
12. In this case, full planning permission is sought for:
  - A 7 Form Entry secondary school with the potential to expand to 9 Form Entry, staff car park and associated sports provision, including Multi-Use Games Area (MUGA), sports hall and playing fields;
  - Primary access roads and points of access, pedestrian and cycle links (including the diversion of bridleway route number 6c), an underpass, and a pedestrian SINC crossing (a bridge to facilitate access between the school buildings and playing fields);
  - Associated drainage, landscaping, utilities, other supporting permanent and temporary infrastructure and mitigation measures.
13. As a result of the representations and consultation responses received following the initial consultation process, amendments to the scheme were submitted on 5<sup>th</sup> December 2018. Neighbours and relevant consultees were re-notified with a 21-day period to comment on these

amendments. This re-consultation concluded on 4<sup>th</sup> January 2019. The amendments comprise:

- Redesign of Woodhouse Lane northern access junction arrangements;
  - Amendments to noise bund and landscaping to accommodate 0.5m height increase for roundabout;
  - Revised access improvements to Woodhouse Lane railway bridge;
  - Changes to the design of the school playing fields, including perimeter fencing and associated boundary changes; and amendments to the detailed landscape proposals.
14. Of particular note are the revised proposals for the bridge, which remove the signalisation of the railway bridge at the northern end of Woodhouse Lane and propose instead, retention of two lanes across the bridge to allow two-way traffic; a 2.4m wide shared footway/cycleway across the length of the bridge (with alterations to the bridge design to raise the height of the parapet to 1.8m); and a widened shared footway/cycleway 2.5m in width, along the western side of the carriageway on Woodhouse Lane, and Winchester Road.
15. Outline planning permission is sought for:
- Up to 605 residential dwellings and local centre;
  - Road infrastructure, pedestrian and cycle links and a pedestrian SINC crossing;
  - Associated drainage, public open space, landscaping, other supporting infrastructure and mitigation measures.
16. The application is accompanied by a Location Plan, Illustrative Masterplan, parameter plans and detailed plans for the matters to be considered in full, together with a Connections Plan and SINC Boundary plan. In addition, the following reports and technical assessments have been provided which have been updated as necessary throughout the course of the application:
- Arboricultural Statement;
  - Design and Access Statement (including Open Space Assessment, Parking Provision Details and Public Art Statement);
  - Delivery Strategy;
  - Environmental Statement (including outline Construction Environmental Management Plan and SINC Management Plan);
  - Flood Risk Assessment (including Drainage Strategy, Foul Sewerage Statement and SUDS Statement);
  - Planning Statement (including Affordable Housing Statement, Mineral Statement, Planning Obligations - Heads of Terms, Net Biodiversity Gain Calculations and Utilities Statement);
  - Site Survey;
  - Statement of Community Involvement;

- Sustainability Report (including School BREEAM Pre-Assessment);
  - Transport Assessment (including School Travel Plan and Framework Travel Plan);
  - School Arboricultural Impact Assessment;
  - School Construction Phase Plan (including Construction Environmental Management Plan and Construction Traffic Management Plan);
  - School Landscape Management Plan;
  - School Part L and Energy Efficiency Analysis;
  - School Ventilation and Extraction Statement;
  - Bird Hazard Management Plan.
17. A number of the technical assessments, including the Environmental Statement and the Transport Assessment have been prepared to assess the impacts of both this site and the Winchester Street site.

### **Environmental Impact Assessment**

18. This is a Schedule 2 EIA development and significantly above the indicative screening thresholds advised by the NPPG. The proposal has been screened and scoped under the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017 as needing an Environmental Statement and subsequent Environmental Impact Assessment. The maximum parameters tested by the Environmental Statement are those identified by the parameter plans.

### **Habitat Regulations Assessment**

19. The proposal has been screened under the UK Habitats Regulations and has the potential to impact Natura 2000 sites. An Appropriate Assessment (AA) has therefore been undertaken by the Council as the Appropriate Authority to assess whether the proposals are likely to have a significant (adverse) impact on these protected sites. The assessment has been submitted to Natural England for comment and an update provided for Members at committee.

### **Relevant planning history**

20. There is no relevant planning history in relation to this site.

### **Representations received**

21. In the first round of consultation, 64 letters of objection were received from 59 households. These raised a number of matters, as summarised below:

#### **Transport and Parking:**

- Road infrastructure lacking;

- Impact on Junctions 7 and 8;
- Impact on traffic and congestion;
- Impact on parking in town and exacerbate parking issues on roads near primary school;
- Impact on local traffic flows;
- Suggest put money into sorting out roads and easing congestion;
- Widening access point close to 88 Billington Gardens for pedestrian access to school will increase parking and drop off/pick up issues in Close;
- Recent developments have roads that are too narrow with not enough parking;
- Lack of parking spaces provided in the development;
- Disruption during Maypole roundabout work to continue with development;
- Concerns re traffic lights on bridge, will cause chaos, queues and air pollution – had temporary lights which caused chaos; suggest widen bridge, widen pavement to 2.5m, use TRO to restrict weight limit to direct lorries down Tollbar Way or add extra bridge.

#### Local Services and Infrastructure:

- Insufficient infrastructure, community and public services;
- Not enough GPs with St Luke and Botley surgeries at crisis point;
- Proper infrastructure needed;
- Fewer emergency services, invisible police force and no action of anti-social behaviour;
- Insufficient school places;
- No requirement for additional GPs or surgeries – CCG responsible, but Council has duty of care to residents to ensure provision of essential services;
- Impact on dentists;
- Impact on Public Right of Way (PRoW);
- Hedge End Station very busy;
- Supermarkets already stretched;
- New school needed, with proper planning for drop off/pick up;
- New school will not relieve pressure at Wildern, how will this be dealt with?

#### Ecology:

- Wide range of wildlife seen on site, including possibility of otters;
- Impact on a haven for wildlife;
- Erosion of green spaces for wildlife and recreation;
- Impact on trees, ancient woodland and SINC – concern regarding 10m lateral tolerance and recommendation for retention of trees, etc;
- Building close to SINC will prevent wildlife living in this area.

#### Environment:

- Live in one of most polluted cities, still crowding more onto green space;
- Concerns re groundwater flooding;
- Will bridleway be converted to additional access routes?
- Environmentally damaging emission;
- Significant density, with incumbent impact to environment;
- Heritage assets dismissed in narrative;
- Harm to local environment;
- Destroying AONB.

#### Land-Use:

- Erosion and loss of Green Belt;
- Last green gap between Hedge End/Botley/Boorley Green – if disappears, settlements will merge;
- Brownfield sites should be considered before removing further natural resources/ greenfield sites;
- Loss of settlement identity and increase of urban sprawl;
- Urban parks do not compensate for loss of countryside;
- Have enough industrial areas, some of which are empty;
- Hedge End was a small village, now merging with surrounding area at cost to environment and locals.

#### Amenity:

- Land well-used by local residents as local green space;
- Ease of access to local green space important;
- Loss of environment and countryside for residents;
- Control of dust and noise from construction site;
- Impact/ increased noise after site completed;
- Overlooking by school and houses;
- Impact on existing residents;
- Reduction in quality of life for residents;
- Physical and mental health of existing residents affected;
- Control of hours and days of operation during construction;
- Visual impact;
- Potential lack of countryside within walking distance;
- Increasing anti-social behaviour as result of new development.

#### General Matters:

- Cumulative overdevelopment of Hedge End area;
- Unable to accommodate more housing;
- Unsustainable overdevelopment;
- No justification for additional dwellings at this stage;
- In isolation appears well thought through and thorough, however it connects to the wider environment;
- Significant departure from original development plan;
- Assurances development will not exceed two stories?

- Detailed planning could provide gardens of the new houses to back onto existing properties and tree line rather than a road along the edge of the SINC;
- Houses will not be affordable.

Other Matters:

- Engagement through planning application limited and undertaken during the peak holiday period;
- Support vision but suggest consider other locations eg. East of Woodhouse Lane;
- No anti-traveller defences on open space;
- Want to understand how bypass fits into this, assume this development is supplementing?

**Non-Material Planning Considerations:**

22. (The following matters were raised but do not constitute material planning matters and therefore cannot be taken into account.)
  - Devaluation of property;
  - Accusation of misuse of taxes from new housing;
  - Looking to move as will back onto playing fields;
  - Large amount of development in area not sold, also affecting sale of existing properties;
  - Council not working in residents best interests by devaluing our homes with further development.
23. (Four of the above objections were received which supported the provision of the school and/or housing, but objected to the development on a number of other grounds which are listed above.)
24. One letter of support was received, recognising the need for more homes, school and community areas, although expressing concerns regarding additional traffic.
25. One letter of comment was received, asking whether it was possible for the developer to be required to provide mains utilities for existing properties on Woodhouse Lane.
26. Representations have also been received from University Hospital Southampton NHS Foundation Trust, summarised below:
27. University Hospital Southampton NHS Foundation Trust (the Trust) is currently operating at full capacity in the provision of acute and planned healthcare. Although the Trust has plans to cater for the known population growth, it cannot plan for unanticipated additional growth in the short to medium term. In order to enable the Trust to provide services needed by the occupants of the new development, a financial contribution is required. The development directly affects the ability to

provide the health service required to those who live in the development and the community at large. Without the contribution, the development is not sustainable and should be refused.

28. Following the submission of amendments to the scheme, a further round of consultation was undertaken. In response, nine letters of representation were received from eight households. Seven of these raised objections, the majority of which related to the wider development rather than the proposed amendments.
29. Comments in addition to those listed above were:
- How many properties will be brought by people living in them and how many by property developers, therefore is there the need for this number of new houses?
  - Will there still be the need for this level of housing when Brexit occurs?
  - Transport reports fail to consider what happens if there is an accident on the motorway and the interrelationship between traffic flows at Charles Watts Way and the traffic lights and flows at the crossroads of Thornhill Park Rd and Hinkler Rd;
  - Object to these sites being progressed ahead of the Local Plan;
  - Support for Botley Bypass would probably have been different if the community had been told that the cost would be another 1000 houses, other developments should make contributions instead;
  - Although revised application no longer includes traffic lights on railway bridge, the widening of the footpath will prevent two large lorries passing and create similar issues to those on Mill Hill which are deemed unacceptable;
  - If this proposal proceeds, additional noise reduction and safety measures should be taken to protect residents close to bridge;
  - A footpath over the railway line must be provided instead of widening the bridge along with a weight limit through Boorley Green.
30. A letter of support was received confirming support for the amendments, especially the removal of signalization of the railway bridge.

### **Consultation responses (Summarised)**

31. The consultation responses that have been received in relation to this application have been summarised below.

### **Environmental Health Specialist:**

32. Air Quality – In terms of mitigating the impact of dust on air quality during construction, it is recommended that the applicant submits an all-encompassing Construction Environmental Management Plan for the development.



33. In terms of operational aspects, agree with the methodology used to predict air quality levels. Information related to air quality mitigation measures for receptors R11 and R12 requested.
34. Contaminated Land – Agree with the recommendations contained within the Land Contamination section of the Environmental Statement and recommend a condition be improved to secure further investigation and remediation.
35. Noise – Agree with the requirement for target noise levels for the plant/machinery. As the specification for the plant/machinery is not yet available, recommend a condition requiring approval of the proposed plant/machinery and acoustic attenuation with supporting reports.
36. The ES also provides details of the predicted noise levels from the sports pitches. It is recommended a condition requiring a more detailed assessment prior to the commencement of the residential development is imposed.
37. Request additional information is provided in relation to the predicted traffic noise levels from the Botley Bypass and the proposed bund.
38. Construction Noise and Dust – The ES does provide some details of noise mitigation and dust mitigation measures. Due to the size of the development, it is recommended that a condition requiring an all-encompassing CEMP be imposed.
39. Lighting – In order to ensure that lighting does not cause any disturbance to nearby residents, a lighting scheme condition is required.
40. No additional comments following review of amendments.

**Ecology Specialist:**

41. Main concern is the loss of existing green infrastructure, particularly the removal of a corridor through the site and the missed opportunity to extend the hedgerow adjacent to the school site so that it also provides a corridor through the site. This goes against one of the scheme's design objectives to retain green corridors.
42. Additional information required to clarify amenity space land to be managed for biodiversity purposes; and provision of new hedgerows.
43. The Outline CEMP for Woodhouse Lane provided in Appendix A2 of ES Vol 2, is fine and a detailed CEMP as outlined within this report will be required as a condition. This should also include details of fencing to be erected prior to construction to protect habitats to be retained.

44. Ecological Mitigation and Management Plan (EcMMP) will need to be conditioned to provide specific mitigation, enhancements, management and monitoring of habitats on and off-site. This should also include a SINC management plan and the preclusion of light spill from the development into habitats. Details of SuDS used on the site will need to be submitted to and approved by the Council prior to construction.
45. The number of outfalls to the stream needs to be minimised. Any loss of habitat as a result of drainage works and outfalls will need to be quantified and mitigated/ compensated. Some questions around engineering of playing field drainage.
46. There are some good aspects of the proposed SuDS scheme for the whole site. However there appear to be too many pipes and tanks between the features and finally the water is piped to an outfall at the stream. This over engineering is not maximising the biodiversity value or sustainability of the system and should be revised.
47. A means of securing off-site land for biodiversity mitigation is required.
48. Fencing and landscape plans currently show fencing within the 20m buffer of the SINC which should be kept free of structures such as these. The fence should be moved so it is not within the buffer and must not impede the movement of wildlife.
49. *Further information has been submitted to respond to these matters and revised comments are awaited. Members will be updated at committee.*

**Tree Services Specialist:**

50. Reservations about the proximity of development to the areas of woodland, namely Bushy Copse and Bottom Copse remain. I originally referred to the Woodland Trust's comments regarding the position of the swales and the walkways through Bushy Copse. Whilst I cannot remove my objection, following our meeting on the 13<sup>th</sup> November 2018, I understand the requirements and justification for this development.
51. In relation to the school, originally objection raised, broadly based on lack of justification for tree removals, the landscape management plan and the lack of clarity / errors in the landscape and arboricultural documents.
52. Having reviewed the amended documentation relating to these issue, the concerns have been addressed and no objection is raised.

### **Housing Enabling Specialist:**

53. This site would be a qualifying site for affordable housing provision and in line with our adopted Affordable Housing SPD would need to provide 35% with the mix broadly reflecting the total housing being provided on the site at detailed stage.
54. Due to the Welfare Reform Act it is expected this site would deliver a small number of 1 bedroom units and would suggest a total of 10 no. 1 bedroom affordable units are included within the mix as well as the affordable 2 bedroom accommodation which should house 4 persons and the 3 bedroom homes a mix of 5 and 6 persons. This is to ensure that the needs of those applicants awaiting housing from the housing register are met.
55. The Council wish to secure 2 No 5 bed homes to meet the needs of those on the housing register with larger families with at least 7 or 8 people in the household and be made available for rent.
56. All the affordable dwellings must be built to Lifetime Homes Standards in line with the Affordable Housing SPD and 3% are to be built to Wheelchair Accessible Standards. The affordable units should be pepper-potted throughout the development in clusters of no more than 10-15 units and each phase of development should deliver 35% affordable.

### **Planning Policy Specialist:**

57. The application is for a lower number of units than proposed in policy HE1, however the policy wording refers to 'approximately 650 dwellings'. As this part of the application is outline only, it is expected that the reserved matters will include further detail to justify the densities and format of the residential development as set out in the Design and Access Statement. In addition the Local Plan (2016-2036) identifies the eastern corner of the site as a countryside gap. The reserved matters should demonstrate how this area meets the requirements in policy S8, "Protection of countryside gaps" and does not diminish the gap or have an urbanising effect.
58. Provided that a community use agreement schedule is in place for the new secondary school, Planning Policy supports the principle of development as set out in the outline application for the whole site and the detailed proposals for the new secondary school.

### **Economic Development Specialist:**

59. No comments received.

**Health Specialist:**

60. No comments received.

**Asset Management:**

61. No comments received.

**Urban and Landscape Design Specialist:**

62. Urban Design – no objection in principle.
63. Overall the design of the school is acceptable with the main school building comprises an elongated slab design with a well ordered façade as a result of the repetition of glazed elements enabling the design to have symmetry and horizontal emphasis. Ground floor fenestration will help the base of the building relate to the pedestrian scale while overall glazing adds interest to elevations. The use of a limited palette of materials will impact its appearance but the light buff will lighten this appearance.
64. The flat roof will result in a skyline lacking interest but provides the opportunity for the solar array whilst the remainder could be considered for a green roof.
65. The southern façade of the building responds positively to adjoining open space. The northern elevation lacks a degree of legibility as the entrance is understated and is not clearly expressed architecturally as an arrival point. In addition, detail of the school piazza would be helpful as the Northern elevation faces this important space.
66. The sports hall to the south is shown as a functional building with flat roof and unrelieved walls which does not respond to its context including the adjacent SINC native woodland. The car park does not provide for tree planting to the Council's standard.
67. Landscaping appears rather formal rather than reflecting the more naturalistic surrounding environment.
68. In relation to the outline residential proposals, the Masterplan as submitted is illustrative and the LPA will need to be clear as to the key elements that should be followed through to reserved matters.
69. Accessibility - This site should play a key role in connecting pedestrian and cycle infrastructure in the locality to link a number of key local destinations, both beyond the site and within it. The master plan could be strengthened to show wider pedestrian/cycle connections.
70. Context - Development will deliver a N/E Extension to suburban Hedge End Site which is visually self-contained.

71. Layout - The SINC woodland, school campus, and other elements of green infrastructure provide the broad structure of the site. Within these parameters the housing is shown in loose blocks. At reserved matters stage more detailed consideration can be given to housing block typologies that successfully define, contain and address public space. The village square will require further work to ensure the delivery of a well-designed, contained and dynamic space.
72. Route Hierarchy - The design principles document provides useful street typologies/cross sections which should be followed through to reserved matters with more detail provided.
73. Public Art – Suggest monies secured go towards a strategic way-marking project linked to wider connections, including to Winchester Street site and Botley centre.
74. No objection, subject to amendments discussed.
75. Landscape - In relation to the school, specific comments have been made on the detailed landscape design, advising on revisions to the proposals including the provision of a strong native tree boundary planted exterior to the fence line to the western boundary of the playing fields.
76. In regards to the outline scheme, it is important that the parameter plans are robust in terms of containing all of the positive principles set out in the Design & Access Statement, Design Code and indicated in the illustrative masterplan. The landscape strategy should also respond to the mitigation identified in the Environmental Statement Vol 2 Chapter 8 Landscape & Visual. Figure 8.1 Landscape and Ecology Plan is missing from the document.
77. The illustrative masterplan and Design and Access Statement demonstrate a range of landscape Green Infrastructure (GI) typologies that make up the proposed landscape framework and setting for the development site. Whilst it is understood that the parameter plan should refrain from creating restrictions to future design flexibility and innovation at detailed stage, it is equally important that the good landscape quality demonstrated in the masterplan is embedded into the permission at outline stage in order that the principles and standards are followed through.
78. The key on the Landscape Parameter Plan needs to be clear and without ambiguity to ensure the principles therein are carried through to the detailed design stages.
79. The appearance of the Landscape and Open Space on the Parameter Plan gives the impression of it as typical strategic 'SLOAP'. The illustrative Masterplan shows the Landscape and Open Space forming

an inspiring and useful multifunctional GI network for biodiversity and amenity. Would like to see more of the principles expressed in the illustrative plan embedded within the Parameter Plan. Breaking down the broad category of 'proposed amenity space' into typologies could assist.

80. The principle of multifunctional GI connectivity is a key design principle on this site. The parameter plan highlights where some connectivity has been destroyed through removal of existing hedgerows and does not demonstrate replacement/mitigation and enhancement of GI connectivity. Conversely, the illustrative Masterplan demonstrates numerous opportunities for high quality multifunctional connectivity across the site. Whilst the Parameter Plan is not intended to replicate this kind of detail, key opportunities should be included.
81. Some amendments to the Design Code advised.
82. *Further information has been submitted to respond to these matters and revised comments are awaited. Members will be updated at committee.*

**Direct Services Manager:**

83. No comments received.

**Sports and Recreation Specialist:**

84. No comments received.

**HCC Archaeologist:**

85. No objection, subject to condition.
86. The archaeological evaluation identified only one archaeological site that merits mitigation, evidence suggestive of a Roman occupation site (probably limited in scale and rural in nature). It is proposed within the EIA that the impact on these archaeological remains should be mitigated by an archaeological excavation to be agreed in detail with the planning authority in due course. This view is endorsed.

**HCC Highways Development:**

87. The highway authority has reviewed the details of this application in the wider context of both development sites and the delivery of Botley Bypass. This has required a number of transport scenarios to be assessed and the highway authority is satisfied with the robustness of the assessment.

88. The access strategy for the site considers both the 'with' and 'without Botley Bypass' scenarios. In both scenarios the site is to be served via Woodhouse Lane.
89. In the 'without bypass' scenario the site is described as served via two priority junctions, with the northern junction having a ghost island right turn lane.
90. The 'with' bypass scenario utilises the approved bypass roundabout on Woodhouse Lane as the northern access, which requires provision of an additional northbound approach on Woodhouse Lane and a fourth arm to the west to facilitate site access/egress. Following the submission of the application in July, a stage 1 road safety audit and other engineering considerations identified that the design of the northern access junction should be amended to include a longer segregated left-turn lane from the roundabout's eastern arm to its southern arm, as well as other more minor amendments. The proposals for the northern access junction have therefore been amended to reflect these findings and considerations.
91. The southern access is shown as a priority junction with a ghost island right turn lane into the site. Right turn manoeuvres from the site onto Woodhouse Lane will be prohibited in this arrangement via a Traffic Regulation Order (TRO), signage and a physical island on Woodhouse Lane.
92. An all-movements junction in this location is preferable to ensure permeability; it is however acknowledged that the delay introduced by right turners in this location is likely to lead to extensive queuing on the access arm. The roundabout at the northern access will enable those seeking to turn right from the southern aspect of the site an opportunity to do so by either routing along the internal access road to the roundabout or turning left on Woodhouse Lane and performing a U-turn at the northern site access roundabout. A TRO and physical measures to restrict the right turn manoeuvre in this location will need to be in place prior to occupation of the site.
93. Whilst it is beneficial to understand how the site would be accessed in the absence of phase 1 of Botley bypass, the Highway Authority would not support a temporary access arrangement which would essentially be abortive work, requiring both access points to be modified upon construction of the bypass. It is therefore considered necessary for the access arrangements in the 'with Bypass scenario' as set out on drawings 251898\_CH\_01 and 251898\_CH\_02 to be implemented. The phasing of the works will be subject to a separate construction management and phasing plan to be agreed and secured through a Section 106 legal agreement.
94. Hedge End village centre is located within 2km of the site, although existing pedestrian facilities along Woodhouse Lane require

improvement which will be delivered in connection with the development proposal. The site is bounded by a railway line to the north which forms a barrier between the site and the adjacent proposed residential development at Boorley Gardens which is the subject of planning permission.

95. The Highway Authority undertook an audit of the sustainable infrastructure with the Applicant at the pre-application stage. This identifies a number of deficiencies which require improvement within the existing pedestrian/cycle network surrounding the site which need to be addressed including signage and stream crossings. This exercise also confirmed that pedestrian facilities from the site, heading north along the existing carriageway on Woodhouse Lane/Winchester Road require improvement.
96. The existing railway bridge on Winchester Road on approach to the Woodhouse Lane junction currently includes a footway of insufficient width to cater for the increased pedestrian/cycle flows generated by the development proposal. An improvement scheme has therefore been submitted to enhance facilities.
97. Following the submission of the application in July, Hampshire County Council Childrens Services has reviewed the school place planning area for the site. This review has identified that the Primary School aged Children likely to be generated from the proposed development could be catered for within the existing Berrywood Primary School. The change in catchment school for the primary aged children (subject to a future admissions consultation process) will no longer require the children and their parents to use the Winchester Road Railway bridge to travel to and from school. This reduction in peak time two-way pedestrian and cyclist flows over the bridge has informed the re-assessment of the proposed highway arrangements over the bridge.
98. Following consultation and feedback on the original proposals, an alternative scheme has been developed, which results in less disruption to traffic flows, while still improving pedestrian and cycle provision across the bridge. The revised proposal retains two-way vehicular flows and provides a footway/cycleway of 2.4-2.5m. This meets the minimum width of 2.0m for a cycleway, as specified in Manual for Streets. The revised proposal includes a signalised pedestrian crossing of Winchester Road, North of Crows Nest Lane.
99. It is also proposed to include an underpass on the southern arm of the northern access roundabout on Woodhouse Lane in order to facilitate a traffic free crossing point. This will enable pedestrians and cyclists to cross Woodhouse Lane safely which will provide a link to the proposed secondary school from Botley. A bridleway also runs through the site which provides a useful connection to the existing residential areas of Hedge End.



100. It is estimated that 134 pupils will travel alone by car to Deer Park school with a further 22 pupils expected to car share. Assumptions have then been made regarding the quantum of pupils anticipated to arrive within the busiest 15 minutes of the peak period and discounts applied for those attending before/after school clubs. The resultant drop off requirements are forecast to require 65 drop off spaces during the morning peak period and 99 pick up spaces at the end of the school day. These assumptions appear credible and it is accepted that whilst important to ensure adequate provision is required to deter parking in inappropriate locations, over provision may in turn make single use car journeys appealing and compromise the sought modal split.
101. The application seeks detailed consent for the primary loop road which will serve the proposed secondary school and provide a link between the access points on Woodhouse Lane. This loop road has been designed to an adoptable standard and will cater for bus services and includes bus laybys. The carriageway is to be 6.5m width with a 2.5m footway/cycleway adjacent to the west and 2m footway on the east.
102. The internal layout of the site is indicative only at this stage and set out on the illustrative masterplan. This does include an area of safeguarded land which could potentially facilitate a pedestrian bridge over the railway line in the future, subject to the land to the north being available and other constraints being addressed.
103. The site is currently served via bus stop provision on Winchester Road, in close proximity to the Woodhouse Lane junction. The existing provision is made up of an hourly service to Southampton via the Bluestar 3 which currently serves Boorley Green and a half hourly service via the First 8. Hourly services to Eastleigh are also currently available via the X9.
104. It is acknowledged that the bus service provision in this vicinity is evolving, with commitments to improved routeing and services to Hedge End village centre secured under planning permissions for Boorley Green/Boorley Gardens. In addition, the bus enhancements secured as part of the North Whiteley development also has the potential to provide enhancements within the area.
105. The site would benefit from improved services, with increased frequency, and the highway authority would support a level of service as secured in connection with nearby committed development sites.
106. In terms of rail provision, the site is located within 2km of Hedge End railway station and a walking route is available via the bridleway and the existing pedestrian/cycle routes within Hedge End. The station provides an hourly service between Portsmouth and London Waterloo, also stopping at Eastleigh which provides a connection to Southampton.

107. In order to establish the likely residential trip generation of the development proposal, an average of the approved trip rates associated with the developments at Horton Heath, Boorley Gardens and North West Boorley Green has been derived. This was compared with a standard methodology of utilising the most recent version of the TRICS database. This exercise determined that utilising the rates extracted from the approved transport assessment is robust.
108. The resultant forecast residential trip rate is 0.56 during the AM peak period and 0.58 during the PM peak period. This equates to 339 residential trips during the morning peak hour and 352 trips during the evening peak period.
109. Information relating to the total pupil numbers anticipated to attend the seven form entry school at full occupancy has been established from the County Council. A forecast of the potential geographical catchment of these pupils, including those from committed development sites has also been provided in order to inform the trip generation assumptions. Data has been provided by the County Council's school travel planning team to establish the existing mode share data of existing secondary schools in this vicinity. The resultant forecast model split is considered ambitious but achievable provided that good quality pedestrian/cycle infrastructure is in place and the school is supported by a robust travel plan. The resultant forecast trip rate data suggests that the proposed secondary school will generate 366 two way trips during the morning peak period and 80 two way trips during the evening peak period which includes trips generated by staff.
110. A comparison exercise has been undertaken utilising the vehicle trips forecast for staff and pupils extracted from the TRICS database. The resultant outputs confirm similar figures with 6 more trips forecast in the AM peak and 20 less trips during the PM peak period. The trip rates derived from the first principles approach are acceptable given they are derived from data collected in the local vicinity.
111. The trips associated with the residential element of the proposed development have been distributed upon the highway network utilising the sub Regional Transport Model (SRTM) and strategic modelling has been carried out to establish where the significant impacts are forecast to occur and where these junctions require further assessment. Staff trips associated with the proposed school have been distributed using Journey To work data from Census 2011. The highway authority is satisfied with the scope of junction modelling identified as a result of this assessment.
112. Junction 7 and Junction 8 of the M27 are junctions managed by Highway's England who will be responding directly on these. The highway authority therefore has not reviewed these two junctions.

113. A single delivery strategy has been developed setting out how the various infrastructure requirements will be delivered alongside the phasing of the development. This provides the strategy for both of the development sites and the Botley Bypass.
114. The Transport Assessment has provided the basis for agreeing appropriate mitigation. These are as follows:

**Highway works**

- Phase 1A and 1B Botley Bypass and development infrastructure works as shown on drawing EC/RJ506116/130/E and associated detailed plans;
- In the event of a ‘without bypass’ scenario, a contribution towards interim improvements at the following locations:
  - Homesland Lane/A334 Mill Lane junction
  - A334 Station Road/B3035 Botley Road junction

**Walking and cycling measures**

- Delivery of the walking and cycling measures as set out in the recommendations section of the Walking and Cycling Review (dated 8 June 2018), including improvements to the walking route from the site to Berrywood Primary School.

**Public Transport**

- A service level agreement to be secured setting out agreed routes and frequency of bus services to serve the site. Agreement to provide sufficient flexibility to tailor services around demand during build out of the development.

**Travel Plan**

- A framework travel plan is to be secured for the site setting out clear aims and objectives for promoting modal choice and a costed action plan through which to achieve this. The framework travel plan, together with an appropriate bond and approval and monitoring fees should be secured within the Section 106 Agreement.

**Construction/Phasing**

- An outline Construction Environmental Management Plan has been submitted in support of the application. It is noted that a Construction Traffic Management Plan detailing construction vehicle routeing will be submitted in advanced of the first phase of works. This should be secured through the S106 Agreement.
- In addition, a more detailed construction management plan has been submitted for the secondary school development. This provides satisfactory information on construction traffic routeing (from the M27 and avoiding Botley village centre) together with details of on-site parking provision for construction personnel. In addition, the construction management plan should ensure that measures are in place to prevent mud from being deposited onto the highway.

115. Alongside site specific mitigation as set out in this response, the proposals would contribute towards the delivery of Botley Bypass which is a significant local strategic highway scheme and a delivery priority for the highway authority.
116. Subject to a Section 106 agreement to secure the matters identified in the detailed comments provided, and a planning condition requiring submission of internal road details at reserved matters, the highway authority raises no highway objections to this application.

**HCC Children Services (Education):**

117. No objection, subject to securing financial contributions towards the future expansion of Deer Park Secondary School in order to mitigate the impact of the development on educational infrastructure and ensure that sufficient school places are provided to accommodate the additional children expected to be generated by the development, including SEND (Special Educational Needs and Disability) provision.

**HCC Minerals and Waste:**

118. No comments received.

**HCC Local Lead Flood Authority:**

119. Additional information required in relation to calculating flow rates from site and ensuring pipes do not become blocked where serving surface water drainage.
120. It is important to ensure that the long-term maintenance and responsibility for SuDS is agreed before planning permission is granted.
121. *Further information has been submitted and revised comments are awaited. Members will be updated at committee.*

**HCC Countryside Access:**

122. No objection, subject to securing amendments/obligations.
123. Pedestrian Cycle Underpass – welcome the provision of this which will provide appropriate crossing of the Botley Bypass supporting use of sustainable transport modes and providing safe routes to school.
124. Hedge End Bridleway 6c – The submitted delivery strategy outlines that the proposals include the stopping-up of the majority of this public right of way to facilitate the construction of an estate road and Secondary School. Permissive bridleway access is proposed to be provided throughout the development and the creation of a new permanent bridleway is proposed to the north of the application site. The proposal

is to bring forward full details at a later date in line with the associated landscape strategy for that phase which is acceptable. However, as issues related to 'access' are not reserved within this application, it is requested that the permissive and permanent bridleway provision is formally secured by legal agreement to ensure that public access is maintained throughout the development.

125. The proposed route of the new bridleway links to a public footpath and proposed pedestrian cycle route. Bridleway rights will need to be provided to the nearest highway of the same or higher status.
126. Crossing on Woodhouse Lane is staggered and the proposed refuge appears to consist of hatching on the road surface. It is advised that the crossing is moved to the location where the bridleway crosses the road and that an island is provided.
127. Botley Bridleway 6/ Ecological Mitigation Works – the proposed area of landscape mitigation within the middle site will provide an attractive area for local residents as well as providing habitat for wildlife, which will likely cause increased use of this bridleway. Increased use of the public right of way is likely to necessitate surface improvements.
128. Footpath Cycle Link Within the Site – indicated to be detailed within the proposals for the final residential phases which should be permanent and permissive footpath and cycle access secured by legal agreement.
129. Berrywood Meadows – support its improvements as part of the safer routes to school assessment and recommend is dedicated as a bridleway and improvements are secured by legal agreement.
130. Playing Field Footpath and SINC Crossing – the new footpath link across the public land from the south-west of the site and pedestrian route across the SINC should be secured by legal agreement.
131. *Additional information has been provided and revised comments are awaited. Members will be updated at committee.*

**HCC Planning and Development:**

132. No comments received.

**HCC Estates:**

133. No comments received.

**Hedge End Town Council:**

134. No objection, however would like to comment that the fields earmarked for development are the last real gap between Hedge End, Botley and

Boorley Green. Should they disappear then these will cease to be distinct areas and will merge into one huge suburb.

135. It is to be noted that the footpaths are very well used by existing residents. The current local infrastructure needs to cope with the additional residents and the correct infrastructure needs to be in place. The impact from additional residents on the provision of doctor's surgeries needs to be considered, especially in light of the present local GP situation when one surgery is already placed in 'special measures'. It should be remembered that the land in question does flood.
136. The Town Council supports Eastleigh Borough Council's plan for housing expansion and the need for a secondary school in the area. The Town Council would highlight the point that the area in question is very well used by the local community as green space and is frequently used by dog walkers, family and community groups. The loss of valuable environmental habitat to the community is detrimental to the local area and creates a deficit but this needs to be balanced with the need for future-proofing educational needs and school provision.
137. No further comments have been provided in relation to the amended proposals.

**Botley Parish Council:**

138. Updated comments in relation to the revised proposals:
139. The removal of the proposal to install traffic lights on the Winchester Street railway bridge is welcomed. Traffic signage to warn advancing traffic of the restricted width across the bridge is requested.
140. Members welcomed the inclusion of a signalised pedestrian crossing on the southern end of Winchester Road. However it was also noted that there is no footpath or pavement on sections of the east side of Winchester Road between the entrance to Boorley Park and Pear Tree pub which could be dangerous for children walking from the northern end of the new development when attending the secondary school off Woodhouse Lane.
141. The committee requested consideration of an extension of the 7.5 ton weight limit, which currently applies to Winchester Street, northwards to the Denhams Corner roundabout.
142. The committee welcomed the proposal that primary school aged children living within the Woodhouse Lane development should attend the nearby Berrywood Primary School rather than the Boorley Park Primary School as originally proposed. It was felt that the reduction in travelling distance for the parents and children was a sensible decision.

143. The inclusion of a new public footpath through the new Bottom Copse SINC buffer would be a welcome addition to local walking routes.
144. The following comments in relation to the original proposal remain:
145. This development, in combination with the development at Uplands Farm, will remove a significant area of separation between the settlements of Hedge End, Botley and Boorley Green.
146. Members and residents are concerned about the pressure on local medical services caused by the volume of housing development proposed. Proposals for additional medical provision before the developments get underway would be desirable.
147. The Parish Council welcomes the provision of a new secondary school and additional community facilities.

**Botley Parish Action Group:**

148. Object to this application and the associated Winchester Street application being decided before the Local Plan has been reviewed.
149. Boorley Green and Botley are already taking a more than reasonable amount of necessary development in the Borough. This will more than double the size of the Parish, where infrastructure is already under considerable strain and does not have the ability to expand to support such massive development.
150. The Hedge End North development granted by the Secretary of State was opposed by the Council and was not in the original plan for the area. Therefore this number should have been deducted from other proposals for Botley. Instead, another large development is being added and included in the emerging Local Plan.
151. Understand the need to move forward with the secondary school but consider it unacceptable to progress with housing before the Local Plan is tested.
152. The development will effectively close the gap between the communities of Boorley Green and Hedge End and virtually all the green open land around Boorley Green will be lost. The remaining fields on the Curdridge side of the village are now also under threat from aggressive developers. This is contradictory to Strategic Policy S8 in the emerging Local Plan.
153. Existing residents feel their well-being is no longer of importance and any objections are being ignored. Note that Hedge End residents are complaining of the loss of virtually the only open area for walking and recreation and fully support their objection.

154. Request decision is deferred until the Local Plan has been pronounced sound by the Government Inspector.
155. Pleased and relieved to note that previous proposals for traffic lights at the railway bridge have been dropped. However question if two large vehicles can pass if footway widened to 2.4m. Consider the only sustainable solution is to erection a footbridge over the railway line as previously suggested.
156. Request that the vehicle weight limit already in place on Winchester Street should be extended along Winchester Rd to Denhams Corner roundabout.
157. Residents in Kestrel Close, where the housing is below the level of the road are complaining of notably increased noise from growing number of vehicle movements. Also concerns regarding increased risk of accidents due to large increase in vehicle movements and congestion at the bridge. Request consideration be given to erection of sound and safety barriers by the bridge.

**Hedge End, West End and Botley Youth Council:**

158. No comments received.

**Berrywood Primary School:**

159. No comments received.

**Wildern School:**

160. No comments received.

**Fisher German (pipelines):**

161. Esso Petroleum Co Ltd, as client, has no objection, subject to adherence with the requirements within the 'Special Requirements for Safe Working' booklet and the covenants contained in the Deed of Grant.

**Scotia Gas Networks:**

162. There are high pressure pipelines in the vicinity of the proposed work area. SGN formally object to this planning application until such time as a detail consultation has taken place.
163. *Additional information has been provided to SGN and comments are awaited. Members will be updated at committee.*



### **Scottish and Southern Electricity Networks:**

164. Conditional support, subject to:
- Consent being based on parameter plan and not an illustrative masterplan;
  - The northern buffer within the site is required for planning purposes to accommodate POS, a diverted bridleway, a visual landscape gap, important hedgerow, a noise buffer and ecological and other requirements;
  - The northern buffer is protected in perpetuity through a S106 agreement and planning condition.
165. SEPD (Scottish and Southern Electricity Networks) owns electricity distribution apparatus on the application site comprising a 132kV line on steel lattice towers and an 11kV line on wooden poles. Electricity distribution apparatus can only be diverted by SEPD and only SEPD can provide diversion assurances to a local planning authority.
166. SEPD notes that its 11kV line is assumed absent from the site. This has not been agreed with SEPD. It is assumed that the applicant chooses to divert, re-route or underground this line at his own full cost and risk, rather than accommodating the line within the layout. On that basis, and subject to concluding the necessary technical and commercial agreements, and assuming the satisfaction of the regulator and that the applicant can secure any other concerns and third party agreements, SEPD does not object in planning terms to this proposal for the 11kV line.

### **National Grid Plant Protection:**

167. No comments received.

### **Southampton Airport Safeguarding:**

168. The bird hazard management plan for the school building does not conflict with safeguarding criteria and therefore we have no objection to this proposal.
169. There remains a requirement for a Bird Hazard Management Plan for the SUDs system therefore an aerodrome safeguarding condition will need to be secured.
170. Given the nature of the development, it is possible a crane will be required during construction. The applicant's attention is drawn to the British Standard 'Code of practice for safe use of cranes' in relation to building in close proximity to an aerodrome.

**Eastleigh Ramblers Association:**

171. The consultation response raised some questions around the position of proposed rights of way as shown on the Connections Plan. Information was provided as to the current status of paths and work undertaken by the Botley to Bishop's Waltham Bridleway Working Group.
172. The response concludes, 'if the network shown on the Connections Plan comes to fruition and is adopted and shown on the Definitive Map (which needs to be brought up to date in this area) to their full extent then all movements and recreational needs will be met. The issues will be around the timescale for delivery, the need to ensure that the proposals are not ignored and made less attractive at the reserved matters stage and very importantly how recreation use of the same areas continues whilst development takes place so that existing residents and those that arrive have somewhere to go as they will be a long way from what might be called the countryside rights of way network.'

**Environment Agency:**

173. No objection, subject to condition.
174. The application suggests that the school will be served by a sewage treatment plant prior to the foul sewer line being built. Discussions will need to be had with the Environment Agency for the application for an environmental permit for this discharge.
175. The application shows that discussions have been had with Southern Water in regards of connecting to the new foul sewer line. Current discussions have shown that the new line will have capacity, however it is noted that other developments in the area may reduce the capacity in the network. Confirmation will be needed from Southern Water that they can cope with additional flows.
176. The Environment Agency would need confirmation that the new developments would not be inhabited until the foul sewer line is installed and connected to. Discussions would need to be had with Southern Water during process to ensure that the pumping stations are built to Southern Water requirements to ensure a smooth adoption process.
177. There is an Environment Agency owned and controlled structure (an embankment and hydrobrake flow restrictor) located on the Shamblehurst Stream. Discussions are ongoing in relation to a permit for the proposed walkway/bridge from the school that runs adjacent to the structure and also about the future management and maintenance of it.

178. No further comments have been received in response to the amended proposals.

**Natural England:**

179. No objection, subject to appropriate mitigation being secured.

180. In order to mitigate the identified adverse effects, a Construction and Environment Management Plan should be approved by the LPA. The Council have recently adopted a Supplementary Planning Document to mitigate against the adverse effects from recreational disturbance on the Solent SPA, as agreed by the Solent Recreation Mitigation Partnership. Provided the applicant complies with the SPD or policy, Natural England are satisfied that the applicant has mitigated against the potential adverse effects on the integrity of the SPA and has no objection to this aspect of the application.

181. As the competent authority the LPA will need to demonstrate that the requirements of Regulations 63 and 64 of the Conservation of Habitats and Species Regulations 2017 have been considered.

182. The supporting documentation outlines a comprehensive network of SuDS features, providing a 3-stage naturalised filtration that will treat and attenuate the water. Provided these measures are secured, Natural England has no concerns over this aspect of the development.

183. With regards to foul drainage, it is noted that a Package Treatment Plan is proposed to serve the secondary school prior to any connection to a public mains sewer. The proposals currently outline that the treated foul water will then discharge to the adjacent water course within the SINC, which drains into the Solent Maritime SAC and Solent and Southampton Water SPA.

184. There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at these designated sites. An Integrated Water Management Study for South Hampshire has identified that there is uncertainty whether housing development in the later stages of the plan period would require mitigation. In light of this uncertainty, Natural England advises that a nutrient budget is calculated for this development and recommends that the proposal achieve nutrient neutrality.

185. Natural England strongly recommends that all new development adopt the higher standard of water efficiency under Building Regulations and re-use in line with best practice.

186. With regards to Bottom Copse/Bushy Copse SINC, without adequate mitigation, this development is likely to incur adverse effects upon the semi-natural woodland within the SINC. The LPA must ensure the proposal meets the requirements of Natural England's standing advice

on ancient woodland and the additional requirements for biodiversity enhancement and net gain as set out in the revised NPPF.

187. The supporting Environmental Statement assesses impacts on the SINC and sets out mitigation to address identified effects, which Natural England welcomes. Natural England also welcomes the proposed 10-year management plan for the SINC, however there are concerns the SINC will deteriorate following the 10 year period. It is advised, therefore, that appropriate management of the whole SINC should be secured for the operational lifetime of the proposals, or in perpetuity (normally 80 years). It should also be ensured any trees lost are compensated for.
188. It is recommended as phases come through at detailed design stage, further opportunity is sought to enhance biodiversity as part of the development.
189. *Additional information has been submitted and comments are awaited. An update will be provided to Members at committee.*

**Network Rail:**

190. No comments received.

**Highways England:**

191. In the case of this development proposal, Highway England's interest is in the M27 and in particular the M27 Junctions 7 and 8.
192. Additional information is requested in order to enable a thorough review of the predicted impact of the proposed development, including the cumulative impact of the development with the Land to the North and East of Winchester Street application on the M27 junctions 7 and 8 and provide a formal response.
193. *Additional information has been provided and revised comments are awaited. Members will be updated at committee.*

**Sport England:**

194. Main concerns relate to:
  - No guarantee that any of the school sports facilities will be available for community use given the independent status of the academy;
  - Unclear whether the sports hall meets Sport England guidance, in terms of size and spec, which will impact accessibility to wider community;
  - Lack of specialist sports turf agronomist assessment of ground conditions for land to be designated as sports pitches. Strongly recommend assessment to inform scheme for preparation of the playing field land;

- Uneven and sloping nature of the sports pitch land. Recommend levelling works;
  - No detail on design, spec and layout of MUGA and how it complies with Sport England requirements.
195. Sport England would normally expect sports contributions for off-site facilities for a site of this size. EBC has a recently updated Playing Pitches Strategy and Built Facilities Strategy assessment and would expect reference to this to demonstrate how the site can help address identified needs.
196. Conclusion – Sport England has concerns that the proposed approach does not offer any security and/or certainty around how the new community’s sports needs will be met. Consider there is a real risk that the increased demand created by the new development will not be met locally and will exacerbate the deficiencies at other existing facilities. Raise a number of design and technical issues that require more information to be submitted. Sport England would welcome further discussion. Currently object on failure to meet Sport England Objective 3 – to provide new facilities to meet demand.
197. *Discussions are continuing with Sport England and additional information has been provided. Members will be updated at committee.*

**Marine Management Organisation:**

198. No comments received.

**Clinical Commissioning Group:**

199. The CCG concludes the level of additional demand placed on NHS services, related to this development, will warrant the commissioning of either:
- Additional capacity within existing GP surgery premises, or,
  - Where it proves not practical to expand existing GP surgery premises, the development of a new GP surgery to replace existing surgeries that reach capacity in terms of numbers of patients.
200. In support of this, the CCG requests that the applicant makes either:
- An appropriate financial contribution towards the capital investment that the CCG will make to develop additional capacity within existing GP surgery premises; or
  - The gift of a parcel of land within the development suitable for the development of a new GP surgery to replace existing surgeries that reach capacity.

**Hedge End Medical Centre:**

201. No comments received.

**St Luke's Surgery:**

202. No comments received.

**Hampshire Fire and Rescue:**

203. No comments received.

**Southern Water:**

204. No objection, subject to conditions.

205. The exact position of the public 15 inch water trunk main must be determined on site and no development to be within 6 metres of either side of the main without consent. The final layout shall maintain and respect Southern Water's rights with regards to the ownership of the land located within the site boundaries.

206. Based on a desk study of the impact that the additional foul sewerage flows from the proposed development there is an increased risk of flooding unless any required network reinforcement is provided by Southern Water in conjunction with the developer.

207. Southern Water can provide a water supply to the site. Southern Water requires a formal application for connection and on-site mains to be made by the applicant or developer.

208. No further comments in relation to the amendments.

**Hampshire and Isle of Wight Wildlife Trust:**

209. No comments received.

**Crime Prevention Officer:**

210. No comments received.

**BT Openreach:**

211. No comments received.

**Health and Safety Executive:**

212. Do not advise against the granting of planning permission in this case.

**Hampshire Chamber of Commerce:**

213. No comments received.

**Hampshire Gardens Trust:**

214. No comments received.

**The Woodland Trust:**

215. Objection on the grounds of potential disturbance and deterioration to Bushy/Bottom Copse, designated as Ancient Semi-Natural Woodland through an intensification of recreational activities; and the impacts of noise, dust and light pollution during both construction and operational phases of development.
216. Habitats vulnerable to outside influences affecting the wood's stable conditions; fragmentation of semi-natural habitats within close proximity of woodland; and removal of a significant number of mature and/or high grade trees to facilitate several aspects of the development.
217. The Trust is concerned about the inclusion of swales within the buffer as these features may change the hydrology of the woodland.
218. Additionally, while the Trust encourages use of ancient woodland, there are concerns regarding the construction of the proposed walkways due to the direct loss of ancient woodland soils to construct. Ask that the applicant consider the inclusion of pathways that will not result in the loss of an irreplaceable habitat.
219. The Trust requests that a minimum of a 50m buffer is provided between the development and the ancient woodland and should comprise a semi-natural habitat strip made up of at least 50% tree cover, planting this area if necessary.
220. No further comments received in relation to the amended proposals.

**The Forestry Commission:**

221. The Forestry Commission has prepared joint standing advice with Natural England on ancient woodland and veteran trees which should provide the necessary advice to support the decision-making process.

**Eastleigh Disability Forum:**

222. No comments received.

**British Horse Society:**

223. Object to the diversion of the route and impact on safety of equestrians.
224. Railway line - the BHS is concerned about the safety of horses and riders being in close proximity of the railway line with the diverted route needing to be at least 50m from the boundary of the railway itself. We

note the route is as far away as the proposed development allows, but we require your confirmation that the distance is a minimum of 50m from Network Rail's boundary.

225. Road Safety - can you please confirm what plans are in place to ensure that horse riders can safely cross the road that runs through the estate that will now bi-sect the bridleway? The current bridleway is continuous and therefore we seek EBC's assurances that horse riders, as legitimate vulnerable road users, are treated on equal terms to those of walkers and cyclists. There was nothing in the original consultation that addressed the estate road issue.
226. Width and surface of diverted bridleway - The surface should not be tarmac and both the surface and width of the route should be compliant with HCC Countryside Service minimum specifications and also the recommendations of the BHS.
227. Diverted route - The diverted bridleway should be established before the original bridleway is closed as per the recommendations of the Hampshire Countryside Access Forum.
228. Signage - Signage to be erected to indicate that the route is open to horse riders so people are aware that equestrians have the right to use it. Also signage at each end of the bridleway warning horse riders about the frequency of trains.
229. Woodhouse Lane Horse crossing - As part of the development and the Botley Relief Road the planners stated that a horse crossing would be put in place where the bridleway joins Woodhouse Lane. Please confirm that this crossing is included in the plans and are compliant with Hampshire Countryside Service specifications and the BHS recommendations and will be completed as part of the diversion of the bridleway.
230. In the original letter of the 14th August from the BHS, we requested whether it would be possible for horse riders to be able to use the proposed underpass as an alternative route to crossing the relief road. This would enable equestrians to access the proposed Botley to Bishops Waltham multi-user route that will commence east of Woodhouse Lane.
231. Original Response:
232. The Society would like to express its disappointment at the potential loss of valuable green space between urban communities that provide local people with a rural environment in which to enjoy their leisure activities.



233. Proposed bridleway diversion route - Care has been taken in the design of the bridleway to make it attractive in that it meanders through trees and green space providing a route of interest for all users.
234. Safety - Safety has to be of paramount importance to this particular proposed bridleway diversion. Therefore, EBC and HCC should take into consideration every safety aspect to ensure the mitigation of hazards and that the diversion does not become instrumental in preventing a horse rider using the route through fear of incurring an incident such as their horse being frightened by a train.
235. Shared use - Walkers, cyclists and horse riders happily share bridleways providing there is sufficient width and a suitable surface, but if there is space to provide separate routes without detracting from the design or routing horse riders closer than 50m to the boundary hedging of the railway then this would be welcomed as it will provide an opportunity to have the suitable surfaces for different user groups.
236. Widths - The Society encourages Order Making Authorities to adopt a recommended standard of 5 meters width for diverted bridleways. The BHS will usually object to bridleway diversion proposals where the width of the replacement bridleway is less than four meters unless exceptional circumstances apply.
237. Road crossing - The proposed diversion will take the bridleway across an estate road. It is unclear as to how many motor vehicles are expected to use this road and what precautions will be put in place to ensure the crossing is safe for horse riders.
238. Fencing and gates - The BHS understands that there is no intention to install gates or erect fencing except where horse corals are to be located either side of Woodhouse Lane where the bridleway intersects the main road.
239. Construction sites - The BHS would ask that the safety guidance provided in the BHS leaflet regarding bridleways within construction sites is included as part of the requirements made of developers' during the construction period. It provides useful information about temporary fencing, hazards such as overhead cables, and how and why horses react to sudden noise, etc.
240. Completion of bridleway diversion – It is understood that Hampshire Countryside Services will be seeking to ensure that the bridleway diversion will be complete before the commencement of building work. The BHS would also seek assurance that this will happen and that the bridleway remains open for use.
241. *Additional information has been provided and comments are awaited. Members will be updated at committee.*

**Byways and Bridleways Trust:**

242. No comments received.

**Campaign to Protect Rural England (CPRE) Hampshire:**

243. No comments received.

**Solent Local Enterprise Partnership:**

244. No comments received.

**Go South Coast Bus Operator:**

245. Recommend permission is granted, subject to securing developer contributions towards extending the current Bluestar 3 service to Woodhouse Lane for a period of 7 years; provision of a travel pack to all dwellings; carriage widths used by buses to be a minimum 6.5m; and provision of a high quality bus stop.

**Policy context: designation applicable to site**

- Local Gap;
- Countryside;
- SINC;
- Ancient Woodland;
- Bridleway/Public Right of Way (PRoW);
- Proposed Bridleway/cycleway extension;
- Proposed public open space;
- Safeguarded land for Botley Bypass.

**Development Plan Saved Policies and Emerging Local Plan Policies**

**The Development Plan**

246. At the current time the Development Plan for the Borough comprises the Eastleigh Borough Local Plan Review (2001-2011) and the Hampshire Minerals and Waste Plan (October 2013).

**Saved Policies of the Adopted Eastleigh Borough Local Plan Review (EBLP 2001-2011)**

247. The key policies of the adopted local plan are:

- 1.CO – Protection of countryside;
- 3.CO – Protection of local gap as identified on the proposals map;
- 18.CO – Protection of the character of the landscape;
- 22.NC – Protection of Sites of Special Scientific Interest;

- 23.NC – Protection of Sites of Importance for Nature Conservation (SINCs);
- 25.NC – Promotion of biodiversity;
- 28.ES – Provision for storage and collection of domestic waste and recyclables;
- 32.ES – Control of uses that generate air, land or water pollution;
- 33.ES – Requirement for air quality assessment;
- 34.ES – Energy efficiencies;
- 36.ES – Provision of well-designed lighting;
- 37.ES – Sustainable design;
- 41.ES – Protection of water courses;
- 43.ES – Development in flood risk areas;
- 45.ES – Sustainable drainage requirements;
- 59.BE – General design criteria;
- 60.BE – Development along major road and rail corridors;
- 62.BE – Accessible design;
- 63.BE – Car park design;
- 64.BE – Design response to overhead electricity transmission lines;
- 66.BE – Communications technology requirements;
- 71.H – Encourage mixed use developments;
- 72.H – Development density;
- 73.H – Housing mix;
- 74.H – Affordable housing;
- 75.H – Efficient use of land;
- 91.T – Safeguarding land for (amongst other routes) Botley Bypass;
- 100.T – Transport requirements;
- 102.T – Provision of safe access;
- 103.T – Provision of Travel Plans;
- 104.T – Parking requirements;
- 147.OS – Open Space provision;
- 149.OS – New and enhanced playing fields;
- 152.OS – Extensions to cycle/pedestrian links;
- 153.OS – Provision of new bridleways;
- 168.LB – Archaeological potential;
- 190.IN – Provision of public utilities and infrastructure;
- 191.IN – Provision of infrastructure made necessary by the development.

Specific to the site:

- 150.OS – Provision of additional public open space to the east of Berrywood Primary School, Hedge End.

### **Submitted Eastleigh Borough Local Plan 2011-2029**

248. The Eastleigh Borough Local Plan 2011-2029 was submitted for examination in July 2014 but the Inspector concluded that insufficient housing was being provided for in the Plan and that it was unsound.

While this has not been withdrawn and remains a material consideration, it can therefore be considered to have extremely limited weight in the determination of this application.

### **Emerging Eastleigh Borough Local Plan 2016-2036**

249. The Local Plan was submitted to the Planning Inspectorate on 31st October 2018 and the Council is awaiting confirmation of the date for examination. The adoption of the Local Plan is anticipated in late Summer 2019. Given the status of the emerging Plan, it is considered that limited weight can be attributed to it as a whole.
250. This site is recognised as having potential as a housing development site in the emerging Local Plan, having been assessed within the Strategic Land Availability Assessment (SLAA). A draft policy is contained within the emerging Local Plan which supports the delivery of a secondary school, sports facilities, public open space, local centre and approximately 650 dwellings (Draft Policy HE1). A number of criteria are contained in this policy which this application is assessed against.
251. In view of this policy being in draft form and therefore still to be considered by the appointed Planning Inspector as part of the Local Plan examination, it is necessary to consider what weight can be afforded it taking account of the representations that have been made as part of the Local Plan consultation process.
252. From the information available at the time of writing this report, 11 representations were made to the policy, 3 in support, 2 neutral, and 7 opposing. Of the objections, all matters that were raised have also been raised following the consultation on this planning application.
253. In light of the small number and nature of representations received, it is considered moderate weight can be afforded to the draft policy.

### **Hampshire Minerals and Waste Plan 2013**

254. The application site lies partially within a Minerals Safeguarding Area, to which Policy 15 'Safeguarding – mineral resources' applies. This policy seeks to protect potentially economically viable mineral resource deposits from needless and unnecessary sterilisation.

### **Supplementary Planning Guidance**

255. Relevant documents are:
- Supplementary Planning Document: Quality Places (November 2011)
  - Supplementary Planning Document : Biodiversity (December 2009)

- Supplementary Planning Document: Environmentally Sustainable Development (March 2009) (Updated March 2015)
- Supplementary Planning Document: Parking Standards (January 2009)
- Supplementary Planning Document: Affordable Housing (July 2009) (Updated March 2016)
- Supplementary Planning Document: Housing Mix (February 2003)
- Supplementary Planning Document: Planning Obligations (July 2008);
- Planning Obligations 2010 Update.

### **Other Relevant Documents**

- Public Art Strategy;
- Biodiversity Action Plan for Eastleigh Borough 2012-22.

### **National Planning Policy Framework 2018**

256. At national level, The National Planning Policy Framework (the 'NPPF' or the 'Framework') is a material consideration of significant weight in the determination of planning applications. At national level, The National Planning Policy Framework (the 'NPPF' or the 'Framework') is a material consideration of significant weight in the determination of planning applications. The National Planning Policy Framework (the 'NPPF' or the 'Framework') states that (as required by statute) applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. There is a general presumption in favour of sustainable development and (unless material considerations indicate otherwise). Three dimensions of sustainability are to be sought jointly: economic (supporting economy and ensuring land availability); social (providing housing, creating high quality environment with accessible local services); and environmental (contributing to, protecting and enhancing natural, built and historic environment) whilst local circumstances should also be taken into account, so they respond to the different opportunities for achieving sustainable development in different areas.
257. Core planning principles include;
- always seeking to secure high quality design and a good standard of amenity and open space
  - contribute to conserving and enhancing the natural environment and reducing pollution
  - protecting biodiversity, hydrology and areas of flood risk
258. LPAs should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations.

## **National Planning Practice Guidance**

259. Where material, this guidance should be afforded weight in the consideration of planning applications.

### **Assessment of proposal: Development plan and / or legislative background**

260. Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require a local planning authority determining an application to do so in accordance with the Development Plan unless material considerations indicate otherwise.
261. As indicated above the Development Plan comprises the Saved Policies of the Eastleigh Borough Local Plan Review 2001-2011, the Hampshire Minerals and Waste Plan 2013; the NPPF and the Planning Practice Guidance constitute material considerations of significant weight.

### **Prematurity**

262. The concept of prematurity in planning is the predetermination of plan-making choices by the grant of planning permission. This matter has been raised as the emerging Local Plan contains the Council's draft policies for delivery of housing (of which this site is part) that have yet to be considered by a Planning Inspector at examination and found sound.
263. Paragraphs 49-50 of the 2018 NPPF specifically address the issue of prematurity and confirm that:

'...arguments that an application is premature are unlikely to justify a refusal of planning permission other than in the limited circumstances where both:

- a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging plan; and
- b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.

Refusal of planning permission on grounds of prematurity will seldom be justified where a draft plan has yet to be submitted for examination...Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how granting permission for the development concerned would prejudice the outcome of the plan-making process.'

264. It is considered that the development proposed is neither so substantial or its cumulative effect so significant as to undermine the plan-making process. This position is supported by the response from the Ministry of Housing, Communities and Local Government confirming they have no comments to make regarding the submitted Environmental Statement, which assesses the likely environmental impacts of the proposal.

### **The General Principle of Development**

265. The site lies outside of the defined urban edge and is designated as Countryside and Local Gap in the adopted Eastleigh Borough Local Plan Review (2001-2011). Saved Policy 1.CO of the adopted Eastleigh Borough Local Plan Review (2001-2011) seeks to protect the countryside from inappropriate development and resists development outside the urban edge unless it is for agriculture, horticulture, forestry, development for outdoor recreational use, public utility developments and/or extensions to existing education or health facilities. The proposed redevelopment of the site for residential purposes does not fall within the range of uses deemed appropriate for countryside locations. The proposed secondary school would not constitute an extension to an existing educational facility. However, the weight which can be attributed to this policy is influenced by requirements for housing.
266. In relation to the Council's 5 year housing land supply, Eastleigh's Five Year Housing Land Supply Position Statement dated March 2018 sets out the Council's approach to managing the delivery of new housing in the borough over the next 5 years. The intention is to ensure that sufficient housing is delivered to meet the Borough's identified needs over the next five years without compromising sustainable development objectives. This document states the Council has 5.52 years of housing supply land (including this site).
267. Since this document was published, the Land at Satchell Lane Planning Inquiry has taken place (planning ref. O/17/80319) and, while this matter was not discussed, evidence from both parties indicates the Council's current 5 year housing land supply is between 7.2-7.8 years. Planning Inspectors in recent appeal decisions have supported the Council's position on the supply of housing and so weight can be given to these figures. This matter does not therefore reduce the weight to be attributed to Saved Policy 1.CO. Inspectors have also recognised, however, that to ensure the continued delivery of a 5 year supply of housing development on appropriate countryside sites will need to be granted.
268. Inspectors have confirmed this policy is not to be considered out of date due to age; because it pre-dates the first version of the NPPF; or because it only made provision to 2011.

269. Taking account of these matters, and the degree of consistency with the 2018 NPPF, it is for the decision maker to determine the weight to be afforded to this policy. As discussed at the Satchell Lane Inquiry, previous Inspectors have afforded between considerable/ significant to full weight. The Inspector in the Satchell Lane Inquiry took a different position, affording reduced weight to this policy as in his view it, 'lacks the flexible and balanced approach towards the issue enshrined in the Framework'. The Council is currently considering its position in relation to this decision.
270. For the purposes of this application, Members (as the decision makers) should determine the weight to be afforded to this, and other policies. In advising Members and in light of the previous appeal decisions, it is the view of officers that considerable weight can be afforded to Saved Policy 1.CO.
271. With regard to the emerging 2016-2036 Local Plan, although only limited weight can be given to the Plan at this time, it is apparent that some development needs to be permitted beyond the existing urban edge. This does not mean, however, that all sites near to the urban edge would be suitable for residential development.
272. This site is also located within the Local Gap, which Saved Policy 3.CO seeks to protect by only supporting appropriate development that cannot be acceptably located elsewhere and that would not diminish the gap visually or physically.
273. Delivery of a secondary school and the associated facilities is challenging as these require significant land parcels; the ability to connect into, or provide, good transport links; and a wide range of issues such as land ownership and viability to be overcome. As a consequence, it is more difficult to accommodate such facilities within existing urban areas.
274. In considering this site, Hampshire County Council as land owner are able to release the necessary amount of land for the construction and operation of 7-9 FE secondary school, for which there is an established need. Good transport links can be provided and the scheme would facilitate delivery of highway improvements, including a financial contribution towards the construction of the Botley Bypass, and would bring forward Phase 1 of the bypass to enable safe access to the school (this is discussed in more detail below). There is, therefore, an argument that the secondary school development cannot be acceptably located elsewhere. This position may be reinforced by the fact that a secondary school was proposed to be located on the West of Horton Heath site in 2017 (planning ref. O/14/75735), however due to delays in this site coming forward with any certainty HCC sought to progress the current scheme. Notwithstanding this, it should be recognised that the scheme would visually and physically diminish the Local Gap.



275. In addition to the school, outline consent for up to 605 dwellings is sought. While this is required to deliver the school as a viable development, it is not considered to be appropriate development in relation to this policy and would also visually and physically diminish the Gap.
276. To summarise, the development proposal is contrary to Saved Policy 1.CO and, to a lesser extent due to the constraints in delivery of a secondary school, Saved Policy 3.CO. It is considered appropriate to assign considerable weight to these policies. Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Paragraph 11 of the National Planning Policy Framework (NPPF) require a Local Planning Authority determining an application to do so in accordance with the Development Plan unless material considerations indicate otherwise. It is therefore necessary to consider whether there are material considerations in this case that may indicate that a decision can be taken that does not accord with Saved Policies 1.CO and 3.CO.
277. To support the work on the emerging Local Plan, the Council has undertaken a Settlement Gap Policy Review (June 2018) to assess the value of allocated gaps, which in turn could be used to inform decisions on a revised urban edge. Applying the sub-regional advice from the Partnership of Urban South Hampshire (PUSH) which requires no more land than is necessary to prevent the coalescence of settlements is included in a Gap, Landscape and Visual Appraisal of Existing Gaps in Eastleigh and the Assessment Matrices were used to identify areas that do not contribute to the physical or visual separation of existing settlements. In this review, the majority of this site is proposed to be removed from Countryside Gap designation, with the northeast corner of the site, close to the Winchester Rd/Woodhouse Lane junction to be retained.
278. The evaluation of the Gap function is based on the guidance, settlement identity and an assessment of the impact of physical developments and infrastructure and not on the needs for planning for new housing developments. Weight can therefore be applied to this assessment and the conclusion that development on this site would not undermine the identity of existing settlements.
279. With areas of the urban edge requiring repositioning to meet housing needs and a full assessment of the Gaps, the Strategic Land Availability Assessment has examined in excess of 200 sites for residential development and identified this site within the emerging Local Plan (2016 – 2036) as suited for residential development and the provision of a secondary school.
280. As discussed above, although limited weight can be given to the emerging plan as a whole due to its current status, it is considered that the number and nature of representations to emerging policy HE1 means moderate weight can be afforded this policy. In addition, it is

recognised that, in considering the principle of development on this site, significant work has been undertaken to date which supports the assigning of weight to the policy.

281. The addition of 605 dwellings to the supply of housing in the area is substantial and the scheme could deliver housing within five years with the first phase of development anticipated to be constructed in 2021-2023. This site (together with the Winchester Street site) forms part of the Five Year Housing Land Supply Position Calculation on which the Council's current 5 year supply figure is based.
282. Subject to determining the site is considered sustainable in all other respects, it is considered that there are material considerations that would warrant a decision contrary to the development plan on this site on this occasion. It is concluded therefore that the principle of development can be accepted despite the conflict with adopted plan policies.

### **Sustainable Development**

283. The NPPF is a significant material consideration when assessing planning applications.
284. Section 2 of the National Planning Policy Framework (July 2018) states that the purpose of the planning system is to contribute to the achievement of sustainable development, which can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
285. Achieving sustainable development means that the planning system has three overarching objectives – economic, social and environmental (which are interdependent and need to be pursued in mutually supportive ways) that should be delivered through the preparation and implementation of plans and the application of the policies in the Framework.
286. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.
287. Due to this hybrid application comprising two separate proposals which differ in the level of detail, the assessment considers each of the three dimensions of sustainable development for the two proposals separately below.

### **Secondary School and Access Roads (Detailed):**

288. In brief, the proposal for which full planning permission is sought includes:

- A 7 Form Entry secondary school with the potential to expand to 9 Form Entry, staff car park and associated sports provision, including MUGA, sports hall and playing fields;
- Primary access roads and points of access, pedestrian and cycle links (including the diversion of bridleway route number 6c), an underpass, and a pedestrian SINC crossing;
- Associated drainage, landscaping, utilities, other supporting permanent and temporary infrastructure and mitigation measures.

**Economic Sustainability:**

289. Section 2 of the NPPF, when discussing economic sustainability, seeks to 'help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure'.
290. During the construction phase, the site will make some contribution to the wider area in terms of construction jobs and related industries and there will be some benefit to the local area from construction workers using local facilities.
291. The Environmental Statement which accompanies this application states that the construction of the development (educational and residential combined) will provide employment and training opportunities over a period of approx. 8 years, estimating in the region of 260 FTE jobs with 80 of these estimated to be retained in the Eastleigh area. A development of this size also provides opportunities for training and the scheme would be expected to deliver an Employment and Skills Plan which provides for local training opportunities, working with schools and colleges and employment opportunities.
292. Due to the movement of HGVs and construction vehicles during the construction process, there is the potential for short-term delays due to increased traffic that could affect access to local businesses. This is unlikely to have a significant impact on local businesses and may potentially be offset by the use of these businesses by construction workers. Access to Hilliers Garden Centre will need to be managed during the construction of the Botley Bypass and this development and will be covered as part of the Construction and Environment Management Plan for the site (to be conditioned).
293. During the operational phase of development, the Environmental Statement states that by 2025, the school would provide employment for 100 staff (full and part-time).

294. In addition, the proposed educational development would result in financial contributions being secured to offset certain impacts of the development, such as transport contributions towards improvements in the local network including delivery of the bypass.
295. The majority of these matters are considered to be benefits and support economic sustainability.
296. The site forms part of the wider Uplands Farm Estate owned by HCC which comprises approx. 80ha of agricultural land between the settlements of Hedge End and Botley. The site has mainly been used for crops and is a mixture of Grade 3a and 3b land.
297. The proposed development as a whole, would result in the loss of approx. 50ha of agricultural land. Paragraph 170 of the 2018 NPPF requires decision makers to recognise the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land. Approximately 30% (15.9ha) of land is Grade 3a and therefore classed as 'best and most versatile' (BMV) agricultural land. This is a detrimental economic impact and must be weighed against the benefits of the scheme. A relatively small area of BMV land falls within the land take associated with the school.
298. Taken as a whole and in light of the small area of BMV impacted by delivery of the school and access roads, it is considered that overall the educational development proposal would be economically sustainable.

**Social Sustainability:**

299. Chapter 8 of the 2018 NPPF 'Promoting Healthy and Safe Communities', seeks to provide the social, recreational and cultural facilities and services the community needs.
300. Paragraph 94 states:

'It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.'
301. It goes on to say that great weight should be given to the need to create, expand or alter schools through decisions on applications.
302. In terms of secondary school capacity, there is currently a capacity deficit of 6% which is forecast to increase to a deficit of 18% (116 no. Year 7 places) by 2022. It is expected, therefore, that existing secondary school provision in the area would not meet demand arising from the proposed development by 2022. Delivery of a secondary

school on this site would therefore remove the potential for an adverse effect arising from additional pressure on existing school capacity from this site and Winchester Street, and would offer an additional benefit by providing extra secondary school provision for the wider area. This is considered a significant benefit.

303. The provision of new sports facilities in the area, through the securing of a Community Use Agreement at the school, would allow individuals, local groups and organisations access to improved opportunities and facilities for sports recreation. This is a key part of the local aspirations for the area and specified in criteria ii of the draft policy HE1.
304. Sport England currently object to the proposal, due to uncertainty regarding community use of the school sports facilities. Subject to securing this Community Use Agreement (CUA) through the S106, the Council's Planning Policy team raises no objection to the proposal. Without this provision, objections would stand from both parties.
305. Hampshire County Council as land owner and education authority have confirmed their willingness to enter into such a provision and Wildern Academy Trust as Sponsor are keen, in principle, to enter into and deliver the terms of a CUA. Details of the S106 provision and the lease clause are being finalised and Members will be updated at committee. It is recognised by all parties that this is critical to the success of this project.
306. The school development does result in the loss of agricultural land which a number of residents have indicated in representations is used informally for recreational purposes. While access to the land associated with the school will be controlled and walking routes restricted to public footpaths, use of the school facilities and the provision of land to Eastleigh Borough Council for wider community sports provision is considered, on balance, to mitigate this impact.
307. Should planning permission be granted, the school will be the first phase of the development, with work intended to commence on construction of the temporary haul road in September 2019 and the school itself in November 2019 (with Phase 1A of the Bypass works commencing May 2020). The school will therefore be a key component in the development of a community within the new development and providing opportunities to connect to, and integrate with, the wider community successfully.
308. Subject to securing the CUA provision within the S106, it is considered that the proposed educational development would be socially sustainable.

**Environmental Sustainability:**

309. There are a number of different components to Environmental Sustainability, including consideration of site-specific planning matters and the impacts of the development on its surroundings and local infrastructure, which are considered below under the relevant subheadings.

**Design and Layout:**

310. The school site is approx. 7.5ha (excluding the SINC and the 20m buffer) and has been located roughly central in the site with the woodland SINC separating the playing fields from the school buildings. The main school building sits on the northern boundary of the school site and comprises a three storey 'Superblock' building centered around a triple height atrium that allows natural light into the heart of the school. At full capacity the school will accommodate 1050 pupils, although it is not anticipated to reach full capacity until 2026/27.
311. The sports hall is located to the southwest of the main building with the Multi-use Games Area (MUGA) adjacent. Outdoor spaces are provided south of the school and east of the sports hall which enable informal play, dining space and outdoor learning. The staff car park is located west of the main building and north of the MUGA.
312. The design of the building has been carefully thought through to provide a high-quality learning environment for the pupils internally and externally and to deliver a landmark building in the wider community that will develop as the residential scheme is built out.
313. The building is large both in terms of volume and height (although compact for a school of this capacity) and will be a striking feature within the landscape. The school has a simple, clean and contemporary design with good fenestration that provides articulation and interest in the elevations. The use of a buff brick is intended to provide a contrast with the future residential development which would be anticipated to reflect, for the most part, the local vernacular of red brick. While the Council's Urban Design Specialist has noted that the main entrance lacks some legibility, as the wider scheme develops through Reserved Matters, the plaza in front of the school will play a key role in defining the main school entrance and integrating the school with its surroundings. Pupil entrances are located to the east, south and west and defined by full height glazing.
314. The two storey sports hall has been designed to reflect the form and materials of the main building to provide a cohesive appearance to the school buildings. It is less well detailed, in part due to its function; however the sports hall sits within the site and therefore has limited wider visual impact due to the level of screening. There may be future opportunities for enhancements to this building and on balance this is not felt to be a significant issue.

315. The school buildings are separated from the playing fields by the woodland SINC. While this is unusual, it is not uncommon for schools to have playing fields located away from buildings. Alternative locations for the school were considered, however the location of the school in this position and the layout of the site was considered the best option, taking account of wider site constraints and opportunities and the wider aspirations.
316. In order to access the playing fields, a bridge has been designed to cross the woodland SINC. This timber and steel structure is designed to minimise the impact on the SINC in terms of footprint on the ground and obstruction of flood waters; and provide a safe crossing with recessed handrail lighting that minimizes disturbance to wildlife including bats. Some changes to levels within the playing field sites will be required.
317. The playing fields will be fenced with a 1.8m high, mesh panel fence for safeguarding purposes, which will continue into the SINC to prevent unintended access. Pupils will be accompanied by staff when travelling to the playing fields and will be supervised at all times whilst using this facility.
318. While fencing the SINC is not optimal from a biodiversity perspective, it is apparent that informal and unauthorised access has been occurring for an extended period which is detrimental to the SINC and which will be limited by the fencing in this location. The SINC fencing will need to be carefully designed to prevent obstructions to wildlife and flood water and a condition for the detailed design can be imposed.
319. In relation to protected species, the necessary survey works have been carried out and badgers, bats, breeding birds, slow worms and otters were identified as using the wider site. The School Construction and Environment Management Plan considers wildlife and seeks to protect it during the construction phase. An site-wide Ecological Mitigation and Management Plan will be secured by condition. Natural England have raised no objection to the proposal.
320. On balance, it is considered the layout and design respond to the site context and will deliver high quality educational development. The proposal is therefore considered to accord with Saved Policy 59.BE and the aims of Chapter 12 of the 2018 NPPF.

#### **Impact on Heritage Assets:**

321. The school site is located away from the wider site boundary and there are no designated heritage assets within the site. On the eastern side of Woodhouse Lane there are three Locally Listed barns which would not be affected by this proposal.

322. The archaeological evaluation identified only one archaeological site that merits mitigation, evidence suggestive of a Roman occupation site. HCC Archaeologist has confirmed that he is satisfied with the conclusion drawn in the Environmental Statement that the impact on these archaeological remains should be mitigated by an archaeological excavation to be agreed in detail with the planning authority in due course. A pre-commencement condition will be imposed to that effect. It is considered the proposal accords with Saved Policy 168.LB.

**Landscape and Character:**

323. Saved Policy 18.CO seeks to protect the intrinsic character of the landscape; together with Saved Policy 59.BE that requires development to take account of the context of the site and surroundings. Also applicable to this site is Saved Policy 60.BE which protects against development along major road or rail corridors, which adversely affects the quality of the environment.
324. Moderate weight is afforded to Policy 18.CO in light of the discussion on Saved Policies 1.CO and 3.CO; the emerging draft policy HE1; and the gap assessment. Full weight is afforded to Policies 59.BE and 60.BE.
325. In general terms, the character of the site is that of agricultural fields with woodland and field boundary hedgerows interspersed. When within the site, there are limited views of existing residential development and the railway line to the north and intermittent views of vehicles closer to Woodhouse Lane. The site is located at the southern end of the Horton Heath Undulating Farmland Landscape Character Area and separated from the majority of that area by the railway line, containing and limiting the impact on this character area. The site is edge of settlement, located on the edge of suburban Hedge End and separated from the existing townscape by the woodland SINC and other tree screens. As such, the development is not seen in isolation but against a backdrop of existing screening and development. This location between existing residential development, the railway line and Woodhouse Lane (to become Botley Bypass) provides physical and visual containment.
326. Construction of buildings on open land fundamentally alters the character of that land and has an irreversible impact. The delivery of access roads and the school will urbanise the site and change the user experience when walking the bridleway (which will be further changed when the residential development is delivered).
327. However, the school sits well inside the site and north of the woodland SINC, providing a setting and a degree of screening. Where possible, existing trees are to be retained and a new tree belt planted along the western boundary line of the playing fields, adding a visual screen in this location. While there will be some views of the school from the



railway line and areas along Woodhouse Lane, these will be seen in the context of the surrounding development, the Botley Bypass and in time, the wider site context of residential development. The school is designed to be an attractive landmark building and will perform an important function in the evolution of the character and community in this development.

328. A Landscape and Visual Impact Assessment has been prepared to inform the proposals as a whole. This concludes that the effects arising from the construction phase will be temporary, reversible and short-term. It states that there are no predicted significant landscape or visual effects arising from the construction phase. This position is accepted.
329. The assessment concludes that the residual operational effects (those remaining after 15 years of operation) are worst for the Horton Heath Undulating Farmland Landscape Character Area, which it predicts will receive slight to moderate adverse residual effects, which are not considered significant. All other landscape receptors are predicted to receive adverse effects ranging from no change to slight to moderate which are similarly not considered significant. This position is also accepted.
330. Users of the bridleway 6c, which will be diverted as part of the wider scheme, are predicted to receive moderate residual adverse effects on their visual amenity, which are significant. A balancing exercise therefore needs to be undertaken to assess the level of this impact in the wider context and will be carried out when considering the outline residential development below.
331. In relation to the proposed educational development, it is considered the wider benefits of provision of a secondary school with the associated facilities and community benefits outweigh the detrimental impact to the character of the site and the lesser impacts to the wider landscape and character. As such, the development is considered to conflict to some extent with Saved Policy 18.CO and accord with Policies 59.BE and 60.BE.

#### **Access, Parking and Transport Matters:**

332. Saved Policy 100.T requires new development to be well served by public transport and cycling and walking routes; minimize its impact on the existing transport network and provide a choice of transport mode. Policy 102.T allows for the provision of new, safe access; and Policy 103.T requires the delivery and implementation of (in relation to this scheme) a School Travel Plan.
333. Saved Policy 63.BE sets out the criteria for new car park design and Policy 104.T requires the provision of adequate off-highway parking.

334. Access, parking and traffic congestion are concerns raised by the majority of objectors to the scheme.
335. With regards to access, the detailed proposal includes modifications to the approved bypass scheme required to enable delivery of this site and the educational facility and include:
- The provision of a Southern Access point (in the form of a T-junction) into the development site from Woodhouse Lane including additional road widening along this section of Woodhouse Lane required to accommodate a central island to safely restrict turning right out of the site;
  - The provision of a fourth arm to the proposed Botley Bypass roundabout junction to provide the main point of access into the site including an additional nearside lane on the southern approach to the roundabout;
  - The provision of a pedestrian and cycle underpass under Woodhouse Lane just south of the proposed new roundabout junction (as part of the Safer Routes to School);
  - Alterations to the position of the acoustic bunds and drainage ponds around the new roundabout (required to facilitate the new underpass);
  - Alterations to the position of Bypass surface water swales required to facilitate the changes to the roundabout;
  - Provision of water pumps to convey surface water drainage from the underpass;
  - Revised street lighting strategy to ensure highway safety around the new Southern Access, roundabout, underpass and across the Winchester Street railway bridge;
  - A new combined approach to the mitigation strategy and planting within the Middle Land to reduce the impact from the Bypass, the school and the early infrastructure works;
  - Additional acoustic bunds along both Woodhouse Lane frontage and the Bypass adjacent to Winchester Street to support the new housing development, including a modification to the planting scheme to facilitate the acoustic bunds.
336. As a result of residents and consultee comments, the proposals for works to the railway bridge have been revised and two-way traffic retained with a 2.4m footway/cycleway being proposed for the bridge.
337. HCC as Highways Authority have confirmed that the highway authority has reviewed the details of this application in the wider context of both development sites and the delivery of Botley Bypass. This has required a number of transport scenarios to be assessed and they are satisfied with the robustness of the assessment. Subject to the delivery of off-site highway improvements they raise no objection to the proposed development (both educational and residential). These improvements will be secured as part of the S106.

338. The highways authority have not reviewed the assessments of Junction 7 and 8 of the M27 motorway as these fall under the jurisdiction of Highways England. Detailed comments are awaited from Highways England and Members will be updated at committee.
339. As part of the application, opportunities to improve pedestrian/cycle routes to the school have been explored in detail and the Connections Plan submitted with the applications shows the improved connectivity. Improvements are required to some of these routes and new footway/cycleways are to be created. HCC Countryside Access team has raised no objection to the proposals, subject to securing upgrades to routes and dedication of paths as Public Rights of Way and/or bridleways. This can be secured through the S106 agreement.
340. In addition to these improvements, a Framework School Travel Plan has been provided to encourage reduced car dependency. Hampshire Highways have confirmed that the modal shift to non-car use is ambitious but it believes it is achievable with a robust Travel Plan. A detailed School Travel Plan will be secured as part of the S106.
341. It is acknowledged by the highways authority that the bus service provision in this vicinity is evolving, with commitments to improved routing and services to Hedge End village centre secured under planning permissions for Boorley Green/Boorley Gardens. In addition, the bus enhancements secured as part of the North Whiteley development also have the potential to provide enhancements within the area.
342. It is also recognised by the highways authority that the site would benefit from improved bus services, with increased frequency, and they would support a level of service as secured in connection with nearby committed development sites which will be a direct arrangement between the developer and local operators and will ensure the site can contribute to a comprehensive bus strategy for the Hedge End/Botley community. Go South Coast Bus Operator have raised no objection to the scheme subject to securing developers contributions towards subsidising the expansion of the current Bluestar 3 to Woodhouse Lane. A commitment to improving bus provision in the area can be secured through the S106 process.
343. Assuming no material objection from Highways England, it is considered the proposed educational development accords with Saved Policies 100.T, 102.T and 103.T.
344. Due to the complexity of delivering the Botley Bypass and the need to open the secondary school by September 2021, it has been important for HCC as the applicant to demonstrate safe access can be provided to the school in time for this date. Significant work has been undertaken to develop a delivery strategy that sets out how the different components of the bypass works, site access works, including a

temporary access for the school; and the wider access improvements will be carried out. This is a key document in ensuring the necessary infrastructure is in place and delivery is as smooth as possible (recognizing some disruption is inherent during the construction of roads and developments). Delivery of the essential works set out in this document will be secured through the S106 together with the timeframe for doing so with a Grampian Condition preventing the opening of the school should these works not be completed. (A condition will also be imposed for Construction and Environment Management Plans for the wider site as it comes forward.)

345. In order to deliver the secondary school in time and to avoid undue delay, a temporary haul road is to be constructed, part of which in time will become a section of the interior road and the temporary access road, which itself will be replaced when the wider development is delivered. The Contractors Compound will provide for contractor parking and, once no longer required, will provide temporary coach parking for the school. This is detailed in the Delivery Strategy and a School Construction and Environment Management Plan has been provided. Compliance with the CEMP and its review when necessary can be conditioned.
346. A staff car park is provided as part of the school and located in the northwest corner of the school site. The temporary access road will run in front of the school providing access to the car park which in time, will be replaced with the a pedestrian plaza. At this stage the access to the car park will be provided estate roads. This car park would be available for use to community users of the school sports facilitates under the Community Use Agreement. While the car park does not provide for the level of trees sought within the Quality Places SPD, additional trees are being provided elsewhere within the school site and on balance, this is considered an acceptable approach in this situation. The proposed car park is considered to accord with Saved Policy 63.BE and broadly accord with Saved Policy 104.T.
347. The site does not provide space for parents to drop off/pick up children which has the potential to impact on estate roads as the wider scheme develops. This is a deliberate policy-led decision by HCC as the education authority to encourage other means of travel to school than the car. The School Travel Plan does suggest opportunities for park and stride locations within the residential development. As part of the future reserved matters, careful consideration will need to be given to the design of roads within the residential development taking account of evidence gathered during the operational phase of the school.
348. The diversion to the bridleway running through the site is discussed in relation to the residential scheme below.

**Noise, Air Quality and Contamination:**

349. Saved Policy 32.ES seeks to control uses that generate air, land or water pollution; and Policy 59.BE requires that development is an appropriate use for the locality and avoids unduly interfering, disturbing or conflicting with adjoining or nearby uses.
350. In relation to the construction phase of the school, there is the potential for noise and air pollution impacting residents and water pollution impacting the woodland SINC which contains a Gilly. A detailed CEMP has been submitted and compliance with this, with reviews as necessary will be conditioned.
351. In relation to the operation of the school, there is the potential for noise and air quality impacts from plant. At this stage the details are not known, however the Council's Environmental Health specialist has confirmed a condition can be imposed to require details and relevant assessments to be provided prior to installation.
352. There is the potential for noise generated by pupils to disturb residents, both around the school and on the playing fields as well as from plant associated with the school. A condition can be imposed to require a noise assessment to be provided as part of the reserved matters to inform the residential scheme to ensure sufficient separation and mitigation of noise sources to avoid an unacceptable impact on the amenity of occupiers of the future development.
353. This does not however, address the potential impact on existing occupiers. The residents at greater risk of disturbance are located in Stag Drive located to the southwest of the playing fields. The design of the residential layout in this location does provide for some protection to rear gardens due to the orientation of the buildings and the nearest property is located more than 40m away, separated from the playing fields by Bottom Copse. In addition, as the playing fields are not to be lit by artificial lighting, the hours of use will be naturally restricted to daylight hours reducing the duration of the potential impact and limiting it to the most part to when the majority of residents will be away from home. There will be community use during weekends which has the potential to impact these residents. Unsupervised access to these facilities will not be allowed which will provide opportunity for noise disturbance to be managed. Notwithstanding this, there remains the potential for noise disturbance which must be balance against the wider benefits in delivery of a secondary school and community use of sports facilities. On balance, it is considered the potential impact to a small number of residents is not sufficiently detrimental to warrant a refusal.
354. Initial ground investigation works have been carried out and the site presents a relatively low risk of potential contamination. Conditions have been recommended within the assessment to include a watching brief for unexpected contamination and a CEMP to control construction pollution, together with a Materials Management Plan. These conditions can be reasonably imposed.

355. Overall, it is considered the proposal broadly accords with Saved Policies 32.ES and 59.BE.

### **Biodiversity and Trees:**

356. Extensive discussions have taken place in relation to biodiversity and trees, particularly due to the presence of the ancient woodland SINC which runs through the school site and the need to balance the school needs with the ecological protection and enhancement requirements contained in Saved Policies 23.NC, 25.NC and 59.BE and the 2018 NPPF.
357. Objections have been made by the Woodland Trust due to the impact on the SINC, hydrology and access; and residents have raised general concerns regarding the impact on wildlife and biodiversity, together with the impact on the SINC and access. Natural England has raised no objection subject to appropriate mitigation.
358. 20m buffers have been secured to the SINC both where it passes through the site and to the south where it becomes Bottom Copse and is outside of the application boundary, as required by the draft policy HE1 and Natural England guidance. As discussed above, due to safeguarding, a boundary fence is to be provided through the SINC to prevent unauthorised access which will need to be raised above the flood water level to allow flood waters and wildlife to pass unimpeded; but will need to be low enough to allow larger animals to jump it and open enough to allow birds and bats to pass through. The detailed design of this structure can be conditioned.
359. The SINC bridge is to be lit with low level recessed handrail lighting and the playing fields will be unlit to avoid impacting bats and other wildlife. In addition, lighting of the MUGA will be reduced to minimize the impact on the tree line adjacent that serves as a bat foraging route.
360. An Ecological Mitigation and Management Plan has been submitted for the wider site which includes an outline SINC Management Plan. Discussions are ongoing with Hedge End Town Council who have confirmed their willingness to take on the management of this SINC, (Bottom Copse is already in their ownership and management). While the draft Management Plan covers ten years, this is seen as a 'live' document that will require review and updating over an extended period to ensure best management of the SINC. Financial contributions towards the management of the SINC are also to be secured as part of the S106 and access arrangements with the school to enable the Town Council to manage the SINC within the school's ownership concluded.
361. The Woodland Trust have raised concerns regarding access to the SINC and the use of the buffer for swales and walkways. These are applicable to the outline scheme and therefore discussed below.

362. Where possible, existing trees and hedgerows have been retained, although the existing hedgerow through the playing fields will have to be removed. To mitigate the loss of this and improve connectivity, a strong native tree line will be planted outside the playing field fence on the western boundary.
363. Tree and landscape planting will be provided as part of the school and proposals have been updated to take account of consultee comments.
364. Some trees have had to be removed to facilitate car park access and justification has been provided to enable the Council's Tree Consultant to withdraw his objection. The School Landscape Management Plan and Arboricultural Impact Assessment have been updated and improved and the Council's Tree Consultant is now satisfied. Compliance with these documents can be secured by condition.

#### **Drainage and Flood Risk:**

365. A detailed SuDS scheme has been submitted for the school and no objection has been raised by Natural England or the Environment Agency. Some concerns were raised by the Council's Ecology Specialist to which a response has been provided by the applicant and further comments from the Council's Ecologist are awaited. The SuDS provides features within the school grounds which have been designed to form part of the landscape, enhance biodiversity and will offer an additional educational resource. The scheme is therefore considered to accord with Saved Policy 45.ES.
366. In relation to foul sewerage, to facilitate a permanent foul sewer connection for the School, an application has been made to Southern Water to design and build a pumping station to serve the whole of the Woodhouse Lane development which the school will connect to via pipework to be delivered in conjunction with the first arm of the estate road.
367. However, this connection may not be available when the school opens and therefore a temporary sewage treatment plant is required, until the initial phase of the site wide foul sewer network and primary pumping station can be delivered; at which time the temporary sewage treatment plant will be decommissioned. Southern Water has confirmed the site will be able to connect into the network in due course and will work with the developer to facilitate this. The Environment Agency has raised no objection to the proposed temporary sewage treatment plant subject to the appropriate license being secured.

### **Sustainability Measures:**

368. Chapter 14 of the 2018 NPPF and Saved Policies 34.ES and 37.ES of the Local Plan, require development to be sustainable in terms of resource use, climate change and energy use.
369. The school has been designed to meet the Council's requirement of BREEAM Excellent, achieving a score of 73.3% at pre-assessment which exceeds the minimum 70% require to achieve 'Excellent'. Delivery of this requirement will be covered by condition.
370. It is therefore considered that the educational development meets the requirements of relevant Saved Policies.

### **Residential Amenity:**

371. The school is located away from existing residential development and in time, the proposed dwellings will be erected between these two uses. The school is proposed to anchor one side of a local centre where a host of less sensitive uses could be provided, whilst care at the reserved matters stage will be taken to ensure the residential development has an acceptable relationship to the school building and activities within the school site. Due to the separation from existing residents it is considered there will not be a significant detrimental impact. There is the potential for disturbance to impact future occupiers and a detailed assessment of the noise impacts will need to be made to ensure the design of the residential properties maximize opportunities to minimum noise disturbance for these residents.
372. As with any construction project, there is the potential to cause disturbance during the build process. A CEMP will be conditioned to ensure the appropriate measures are taken to minimize disturbance.

### **Residential Development (outline)**

373. In brief, outline planning permission is sought for:
- Up to 605 residential dwellings and local centre;
  - Road infrastructure, pedestrian and cycle links and a pedestrian SINC crossing;
  - Associated drainage, public open space, landscaping, other supporting infrastructure and mitigation measures.
374. Parameter plans have been submitted to set the parameters which will guide the detailed design at reserved matters. In addition, a set of design principles have been developed to secure the key objectives of the development driving delivery of a high quality scheme.
375. The submitted parameter plans are:



- Land Use;
- Building Heights;
- Hydrology;
- Access and Movement;
- Landscape and Ecology;
- Densities.

376. These are assessed individually below.

#### **Parameter Plans:**

377. In considering the individual parameter plans, the quantum of development (the amount of development that can be accommodated on-site) will be established.

#### **Land Use:**

378. The Land Use plan indicates how the land is to be used across the site for the outline development. The residential land parcels have taken shape around the school and the primary link road, informed by the need for substantial green infrastructure, the retention of a Countryside Gap in the northeast corner and context. Where possible, existing landscape features are retained and the parcels respond to the changes in topography across the site. 20m buffers are provided to the SINC and linear parkland is provided buffering the railway line. Approximately 12ha of Public Open Space are provided which significantly exceeds policy requirements and provide a multifunctional Green Infrastructure network. The land parcels take account of the safeguarded land required to deliver the bypass and associated noise bunds. Concerns regarding loss of land used for informal recreation are therefore addressed.

379. The local centre is situated central to the site and close to the secondary school which is an appropriate location.

380. The Land Use plan responds to the relevant requirements of Draft Policy HE1 and Saved Policies 23.NC, 41.ES, 43.ES, 71.H, 75.H, 91.T, and 147.OS.

#### **Building Heights:**

381. The Building Heights plan gives an indication of the scale of development and proposes generally the lower density housing to be up to 9m in height (2 storey), the medium density up to 12m in height (2.5 storey) whilst the higher density development, which may contain apartments and is proposed around the local centre, could be up to 15m (3 storey) in height.

382. There is a gradation of density across the site with the highest density, and larger buildings, located at the village core, opposite the school and

at key junctions, assisting in creation of a sense of place. Larger buildings front onto parks, and play areas, to provide containment and natural surveillance of space. There is a lower density at the rural edge with detached properties and short residential streets.

383. The storey heights have evolved in response to landscape character, existing vegetation and buildings and views into the site and take account of the proposed educational development. It is therefore considered the building heights plan is acceptable and in accordance with 2018 NPPF guidance which seeks to ensure good design (Chapter 12) and Saved Policy 59.BE.

#### **Hydrology:**

384. The Hydrology plan identifies existing watercourses and proposed sustainable drainage features for both the development and Botley Bypass. The existing watercourse sits within the SINC which has a 20m buffer. Swales are shown within this buffer which is accepted by the Council's Ecology Specialist. The concerns raised in relation to these swales by the Woodland Trust are noted as is Natural England's response which has been to not raise an objection. The SuDS features are located to take account of the topography of the site and are located in open space. Discussions are ongoing with Hedge End Town Centre in relation to management and maintenance of the SuDS together with the Public Open Space and SINC, and they have confirmed in principle that they would be willing to take this on. Final comments are awaited from HCC as Local Lead Flood Authority; and assuming no material planning objection, it is considered the indicative SuDS scheme accords with national and local planning policy. The indicative scheme demonstrates three forms of naturalised filtration and maintenance of runoff at greenfield rates as required by Draft Policy HE1. The detailed design will however be required to improve on the indicative proposals used to assess the potential for SuDS by reducing the amount of underground pipework. The hydrology plan complies with Saved Policies 25.NC and 45.ES.

#### **Access and Movement:**

385. The Access and Movement parameter plan establishes the general principles of access and movement within the site, with primary and secondary roads identified, pedestrian and cycleway routes and the diversion of the existing bridleway. The strategy for vehicular access and movement includes two accesses into the site from the Botley Bypass which form the primary access road loop to be approved in detail as part of full planning application. The illustrative masterplan suggests a network of smaller residential streets within the structure shown on the parameter plan, although the exact determination of the layout is a detailed matter to be considered with later applications. It is expected that all the new highways would be adopted highways and at

the reserved matters stage officers will ensure the design of the highways are sufficient to allow their future adoption.

386. The parameter plan also indicates a network of new and improved rights of way, pedestrian and cycleway routes linking to existing footpaths and cycleway routes at various points, ensuring the option for more sustainable travel and greater connectivity to the wider community and Countryside Rights of Way network. The location of the diverted bridleway has been discussed and agreed with HCC Countryside Access team and delivery of the temporary and permanent diversions will be secured through the S106 agreement. The Council is in the process of preparing the Diversion Order and Members will be updated on this matter at committee. Financial contributions will also be secured within the S106 to deliver improvements to existing footways and dedication of paths to PRoWs and Bridleways. The BHS comments in relation to detailed design are noted and will be addressed at reserved matter stage.
387. The access parameters have evolved in response to site constraints, the wider context analysis, stakeholder engagement, 2018 NPPF guidance Saved Policies 62.BE, 100T, 102.T, 152.OS and Draft Policy HE1.

#### **Landscape and Ecology:**

388. The amended Landscape and Ecology parameter plan responds to comments from the Council's Landscape and Ecology Specialists and indicates a network of Green Infrastructure spaces (approx. 12ha) which includes play areas, footpaths and sustainable drainage features in addition to ecological mitigation areas needed to provide buffers to ecological features such as existing SINC's. Differing management regime will be applied to each of the different areas, with conditions and S106 obligations to secure the management details and funding. The total amount of open space significantly exceeds the amount sought to be policy compliant offering opportunity for a variety of formal and informal open spaces for the benefit of new and existing residents. As discussed above, formal sports pitches will form part of the school site to which community access will be secured through the use of a "community use agreement". Three equipped children's play areas, including one for older children, will be provided across the site.
389. The landscaping strategy and use of the open space will contribute to differing characters areas, whilst new buffer and tree planting will create a series of green infrastructure corridors throughout the development framing development parcels and acting as wildlife corridors. The open space is expected to be adopted by Hedge End Town Council who will actively be engaged in the design and form of these areas as part of the reserved matters application. The proposed open spaces have evolved in a logical manner and respond to site constraints, context analysis, stakeholder engagement and development plan policies and

therefore accord with guidance contained within the 2018 NPPF, Saved Policy 147.OS and Draft Policy HE1.

**Densities:**

390. The Densities parameter plan gives an indication of the scale of development and indicates the general location of the dwellings and their density. The parcels of land indicating differing densities are proposed divided up on the basis of site constraints, landscape character and proximity to local facilities. Generally the density reflects the building heights parameter plan with lower density areas (up to 35 dph) at the more rural edges. The medium density areas (up to 45 dph) are located more internally to the site with the highest density (up to 55 dph) located near the centre of the site, closer to the school and local centre to give a critical mass of people and inject activity within the core of the site. These densities are higher than typically delivered on greenfield sites, but respond to the NPPF's requirement to make efficient use of urban land and increased densities within sustainable locations. Care will need to be taken at detailed design stage to ensure the Council's requirements for good quality living environments are met and will be informed by the Design Principles, to be secured by condition.
391. The residential density proposals have evolved taking account of densities in the local area, internal space standards, the Quality Places SPD and parking standards. On this basis the plans are considered acceptable and in accordance with relevant 2018 NPPF, and Saved Policy 72.H.

**Economic Sustainability:**

392. Section 2 of the NPPF, when discussing economic sustainability, seeks to 'help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure'.
393. As discussed above, during the construction phase, the site will make some contribution to the wider area in terms of construction jobs and related industries and there will be some benefit to the local area from construction workers using local facilities. The Construction Skills and Training Plan will also apply to the residential development phases.
394. As with any new housing, the proposed development would bring people into the area which would be a continuing economic benefit that would support growth in the local economy. There is also the New Homes Bonus and the proposed development would result in financial contributions being secured to offset certain impacts of the development, such as transport contributions towards improvements in

the local network and contributions towards the provision of enhanced community infrastructure.

395. The Local Centre makes provision for 1,000 sq.m. of retail floor space which has the potential to provide an estimated 30-35 FTE jobs retained in the Eastleigh area (this estimate is based on broad assumptions due to details of the commercial space not being available at this stage).
396. Provided they are appropriately secured and outweigh the adverse impacts of the scheme, these elements are all considered to be benefits in the planning balance. It should be noted that these benefits could also be accrued from a development of this size in a different location.
397. As noted above, there is the potential for short-term delays due to increased traffic through the movement of construction vehicles that could affect access to local businesses. This is unlikely to have a significant impact on local businesses and may potentially be offset by the use of these businesses by construction workers. Access to Hilliers Garden Centre will need to be managed during the construction of the Botley Bypass and this development and will be covered as part of the Construction and Environment Management Plan for the site (to be conditioned).
398. Also discussed above is the loss of BMV agricultural land of which the site contains approx. 30%. Hampshire County Council as land owner has been able to relocate the tenant farmer as another farmstead within the County Farm Estate has become available. To facilitate the relocation, HCC have committed to undertaking significant refurbishment works to the existing buildings including the installation of new farm equipment to enable the farm to be used as a dairy holding. Notwithstanding this, the loss of BMV land is irreversible and is a detrimental economic impact which must be weighed against the benefits of the scheme. On balance, it is considered the proposed residential development offers a number of economic benefits which weigh against the permanent loss of Grade 3a agricultural land and therefore is considered to be economically sustainable, albeit to a lesser degree than the school as residential development can more easily be accommodated on another site.

#### **Social Sustainability:**

399. Chapter 5 of the 2018 NPPF 'Delivering a Sufficient Supply of Homes' states that, 'it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.'

400. It goes on to say that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership.
401. Paragraph 72 of the 2018 NPPF recognises that, 'the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities.'
402. This large scale development sits on the edge of the settlement of Hedge End and will provide an extension to the residential edge. The development would be supported by a local centre, the secondary school and associated facilities; a range of public open space, play areas and connections to the wider environment including Hedge End Town Centre, Hedge End Train Station and Botley High Street. The scheme proposes a mix of dwelling size, type and tenure, with 35% affordable housing to be secured by a S106 agreement. As part of this, two larger 5-bedroom properties are to be included for rent to meet the needs of larger families on the housing register who are more difficult to accommodate. This scheme does not provide specifically for elderly persons accommodation.
403. Chapter 8 of the 2018 NPPF 'Promoting Healthy and Safe Communities' , seeks to provide the social, recreational and cultural facilities and services the community needs.
404. In accordance with Saved Policy 190.IN of the Local Plan, development is only to be permitted where adequate services and infrastructure are available or suitable arrangements can be made for their provision. Where facilities exist but will need to be enhanced to meet the needs of the development, contributions are sought towards provision and improvement of infrastructure.
405. As part of the S106 agreement, the land to the west of the school playing fields and east of Berrywood Meadows would be transferred to Eastleigh Borough Council, together with financial contributions, to enable the Council's aspirations to delivery community sports provision in this location to move forward. Financial contributions are also being sought towards provision and improvement of a range of local infrastructure, including health provision in discussion with the Clinical Commissioning Group.
406. To date, the applicant has agreed to the principle of the contributions sought and a S106 legal agreement can be progressed should Members resolve to permit this application.

407. As with the economic benefits, the provision of additional housing and financial contributions towards local infrastructure could also be accrued from a development of this size in a different location.
408. The scheme would make a contribution to the Council's housing land supply, and the first phases of the development would come forward within the 5-year period. The scheme would provide an appropriate mix of properties for the area including affordable housing and would make financial contributions to improvements to local infrastructure, including health provision. The proposal can therefore be considered to be socially sustainable.

#### **Education:**

409. Due to the size of the scheme, there will be an increased demand for primary and secondary school places. HCC as Education Authority have confirmed financial contributions should be secured towards the future expansion of Deer Park Secondary School in order to mitigate the impact of the development on educational infrastructure and ensure that sufficient school places are provided to accommodate the additional children expected to be generated by the development. This can be secured through the S106 agreement.

#### **Environmental Sustainability:**

410. There are a number of different components to Environmental Sustainability, including consideration of site-specific planning matters and the impacts of the development on its surroundings and local infrastructure, which are considered below under the relevant subheadings.

#### **Impact on Heritage Assets:**

411. There are no identified above ground heritage assets on the site. On the eastern side of Woodhouse Lane there are three Locally Listed barns which would not be significantly affected by this proposal.
412. As discussed above, the archaeological evaluation identified only one archaeological site that merits mitigation, evidence suggestive of a Roman occupation site. This is located close to the railway. HCC Archaeologist has confirmed that he is satisfied with the conclusion drawn in the Environmental Statement that the impact on these archaeological remains should be mitigated by an archaeological excavation to be agreed in detail with the planning authority in due course. A pre-commencement condition will be imposed to that effect. It is considered the proposal accords with Saved Policy 168.LB.

### **Landscape and Character:**

413. The broad assessment on impact in relation to the residential development reflects that of the educational development and so will not be repeated.
414. The site is visually and physically constrained by the existing development and infrastructure, and the landscape and typography present. Development will be viewed in this context.
415. Draft Policy HE1 requires the retention of a countryside gap to separate Boorley Green, Botley and Hedge End. As discussed in relation to Saved Policy 3.CO, the Gap Assessment considers the northeast corner of the site can provide sufficient land to maintain a countryside gap and the scheme has evolved to take account of this assessment. Due to typography and existing and proposed landscape, and taken together with the presence of the railway line acting as a 'firm settlement boundary' to Hedge End as discussed by the Inspector in the Land at Hedge End North Planning Appeal Decision (O/17/75953), it is considered the parameter plans respond adequately to this policy requirement and it would be viewed as a logical and defined urban extension and not seen as urban sprawl.
416. The greatest impact will be upon users of the bridleway 6c, which will be diverted as part of the wider scheme. The LVIA contained in the Environmental Statement predicts a moderate residual adverse effect on their visual amenity, which are significant. A balancing exercise therefore needs to be undertaken to assess the level of this impact in the wider context and will be carried out when considering the outline residential development below.
417. The proposed residential development will deliver 605 dwellings which contribute to the Council's 5 year housing land supply and a local centre providing employment opportunities. The development provides for the transfer of the woodland SINC into public ownership and management and transfer of open space land to enable delivery of the Council's wider community sports aspirations. It is considered the wider benefits outweigh the detrimental impact to the character of the site and the lesser impacts to the wider landscape and character. As such, the development is considered to conflict to some extent with Saved Policy 18.CO and accord with Saved Policies 59.BE and 60.BE and the relevant paragraphs in the 2018 NPPF.

### **Access, Parking and Transport Matters:**

418. Similar considerations in relation to the educational development are applicable to the outline residential proposals.



419. The detailed access arrangements to the site have been discussed above and are considered acceptable, subject to no material objections from Highways England.
420. Subject to a condition requiring submission of the internal road detail as reserved matters, HCC as Highways Authority have raised no objection.
421. The scheme includes provision for improvements to existing roads and footways, to be secured through the S106 agreement; and the illustrative Masterplan indicates parking can be accommodated within the site, although this is a matter of detailed design which will follow at reserved matters stage. Resident's concerns regarding parking are noted and the relationship with the secondary school and parking will be carefully examined at this time.
422. Subject to securing the necessary road, footway/cycleway, PRoW and other access requirements, it is considered the proposed educational development accords with Saved Policies 100.T, 102.T and 103.T.

**Noise, Air Quality and Contamination:**

423. As discussed above, Saved Policy 32.ES seeks to control of uses that generate air, land or water pollution; and Policy 59.BE requires that development is an appropriate use for the locality and avoids unduly interfering, disturbing or conflicting with adjoining or nearby uses.
424. The impact of the school on future residents has been discussed and conditions will be imposed to ensure this matter is adequately dealt with at reserved matters stage.
425. In relation to the impact of the proposed residential development on existing residents, the scheme is separated from existing residents by an existing woodland buffer and the parameter plans indicate a separation distance in the region of 20m. It is possible there will be a change to the noise environment as a result of this outline development, however this is an established residential area and the proposed development is similarly residential. It is not considered therefore, that a change in the noise environment as a result of the proposed residential development would be significantly detrimental.
426. There is the potential for disturbance during the construction phase of the development, and a condition requiring a site-wide CEMP will be imposed.
427. No objection has been received from the Council's Environmental Health Specialist, subject to conditions.
428. Initial ground investigation works have been carried out and the site presents a relatively low risk of potential contamination. Conditions

have been recommended within the assessment to include a watching brief for unexpected contamination and a CEMP to control construction pollution, together with a Materials Management Plan. These conditions can be reasonably imposed.

429. Overall, it is considered the proposal broadly accords with Saved Policies 32.ES and 59.BE.
430. To align with the Council's wider health priorities and in light of the proximity of the local centre to the school, a condition is recommended that prevents the use of the commercial element for takeways.

#### **Biodiversity and Trees:**

431. As discussed above, the scheme has been revised to address comments from the Council's Ecology and Landscape Specialists and Tree Consultant, and additional information submitted to respond to Natural England's representation.
432. The scheme has evolved through discussions with Ecology Specialists due to the presence of the woodland SINC and the ecological constraints of the site. Additional comments are awaited on the amended plans from the Council's Ecology Specialist and Members will be updated at committee.
433. Assuming no material planning objection is received, it is considered that the scheme has taken account of the ecological constraints of the site and where possible retained and enhanced existing features. An Ecological Mitigation and Management Plan will be secured by condition and a SINC Management Plan together with funding put in place through the S106 agreement. Additional contributions will be sought for the Solent Recreation Mitigation Strategy to minimise the impact of recreational pressure on the Solent Maritime SAC, Solent and Southampton Water SPA and Ramsar site (known as the Solent Complex). The SuDS in principle meets the aims of Draft Policy HE1 and the detailed scheme will be secured through condition. The scheme proposes a site-wide Green Infrastructure network which delivers ecological benefits. Natural England indicates there are further opportunities to provide a greater biodiversity net gain which will be explored in detail at reserved matters stage.

#### **Drainage and Flood Risk:**

434. A Flood Risk Assessment has been undertaken as part of the application and has informed the proposed development. The assessment concludes that supported by hydraulic modelling to consider the impact of climate change, the development is considered to be at very low risk of fluvial flooding and where the development interacts with the flood plain, care has been taken to mitigate the risk to both the crossings and to the stream.

435. Some surface water flooding was been identified at the Site and is attributed to low points in the topography and under capacity culverts beneath Woodhouse Lane which will be mitigated against as part of the Woodhouse Lane Bypass works.
436. As discussed above, the indicative SuDS scheme demonstrates three forms of naturalised filtration and maintenance of runoff at Greenfield rates as required by Draft Policy HE1. The detailed design will however be required to improve on the indicative proposals used to assess the potential for SuDS by reducing the amount of underground pipework. Subject to no material objection from the Local Lead Flood Authority it is considered the proposed can accord with Saved Policies 25.NC and 45.ES.
437. Southern Water have confirmed that they will work with the developer to deliver the necessary foul sewerage infrastructure to serve the site and a condition will be imposed to prevent occupation of the residential phase until this has been delivered.

#### **Sustainability Measures:**

438. The scheme has been developed to achieve a BREEAM Communities 'Excellent' certificate and this will be secured by condition.
439. The affordable housing would be built to Lifetime Home Standards; and the dwelling units would meet minimum space standards informed by local and national policy at the detailed design stage.
440. The 2018 NPPF, and Saved Policies 34.ES and 37.ES of the Local Plan, require development to be sustainable in terms of resource use, climate change and energy use. In March 2015 a Ministerial Statement announced that the Code for Sustainable Homes would cease to be applied to new development, although the requirement to achieve the Code's levels for energy efficiency and water consumption remains. A condition requiring the development to meet these requirements can be imposed.

#### **Residential Amenity:**

441. In relation to the impact of the proposed residential development on existing residents, the scheme is separated from existing residents by an existing woodland buffer and the parameter plans indicate a separation distance in the region of 50m, which significantly exceeds back to back distances contained within the Council's Quality Places SPD. In addition, the Building Heights parameter plans show buildings to be up to 9m in height (generally two storey) in locations in closer proximity to existing properties which limits the potential for overlooking and loss of privacy. The detailed design stage will consider residential amenity in more detail, however from the information available it is

considered there would be no significant detrimental impact on residential amenity. The proposal therefore accords with Saved Policy 59.BE in this regard. The amenity of future occupiers will be assessed at detailed design stage.

### **Planning Obligations**

442. In accordance with the guidance contained within the NPPF, Saved Policies 74.H, 101.T, 147.OS and 191.IN of the adopted Eastleigh Borough Local Plan Review (2001-2011), Policies DM32 and DM37 of the Submission Eastleigh Borough Local Plan 2011-2029, the Council's 'Planning Obligations' SPD and the requirements of Regulation 122 of the Community Infrastructure Regulations, there is a requirement for developers' contributions to ensure on and off-site provision for facilities and infrastructure made necessary by the development, or to mitigate against any increased need / pressure on existing facilities. This is in addition to the requisite on-site provision of affordable housing.
443. If permission is to be granted then contributions / obligations towards the provision of the following infrastructure and requirements would need to be secured via a Section 106 obligation, index linked as per the Planning Obligations SPD and HCC requirements:
- A Community Use Agreement to secure community use of the secondary school sports facilities;
  - Provision of 35% affordable housing on site;
  - Off-site highway works;
  - On and off-site footway, cycleway and bridleway works;
  - Public Open Space;
  - Lorry routing restrictions and CEMP;
  - Travel Plan (and associated contributions);
  - Employment and Skills Management Plan;
  - Unallocated parking spaces;
  - Local centre and requirements related to types of uses and size of units;
  - Treatment of the Environment Agency Hydrobrake;
  - Financial contributions towards:
    - Primary, Secondary and SEND Education;
    - Community infrastructure;
    - Community Sports Provision;
    - Health Provision;
    - Off-site highway junction improvements and strategic footway and cycleway network improvements;
    - Bus service and infrastructure provision, including infrastructure maintenance;
    - Public art;
    - Solent Recreation Mitigation Project;
    - TROs;
    - Air Quality Monitoring;

- Community Development Worker/Project Manager;
- On-site Open Space and SUDS maintenance and supervision;
- On-site tree maintenance;
- Public Open Space;
- Play areas, supervision and maintenance;
- Post-occupancy evaluation and residents satisfaction survey
- SINC Management
- Sustainable Transport.

444. The applicant has agreed in principle to enter into a Planning Obligation and discussions are continuing, with final terms to be finalized.
445. The projects and measures identified for contribution expenditure will comply with the 3 tests set out in Regulation 122 of the Community Infrastructure Levy 2010, in that the monies would be necessary to make the development acceptable in planning terms, would go towards projects that are directly related to the development, and are fairly and reasonably related in scale and kind to the development. The contributions would be index-linked to ensure the contributions rise in line with the costs of providing the identified projects/measures. The obligations sought are necessary to make the development acceptable in planning terms and to meet the needs generated by the new residents and the potential impact on existing services and facilities.

### **Referral to the Secretary of State**

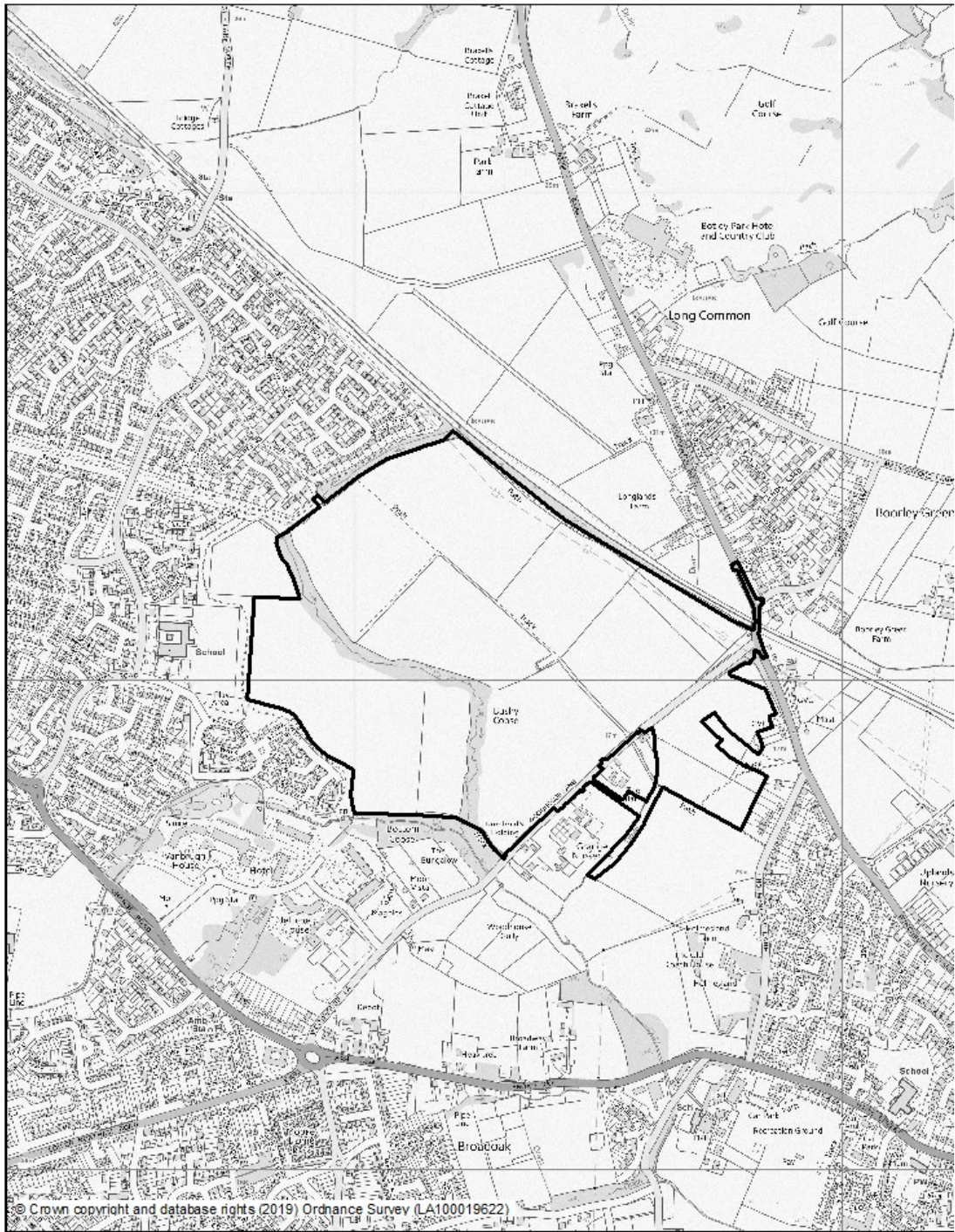
446. In accordance with the requirements of the Town and Country Planning (Consultation) (England) Direction 2009 should there be a resolution to grant outline permission for the development the application must be referred to the Secretary of State to decide whether he wishes to determine it himself following a public inquiry. The criteria for referral include development of local authority land and development of out of centre retail, office and leisure facilities. As the development also constitutes EIA development, the Secretary of State is also required to be notified of any resolution to permit under the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017.

### **Conclusion**

447. Section 38(6) of the Act states a scheme contrary to the development plan should be refused unless material considerations indicate otherwise. The NPPF is a strong material consideration including its desire for LPAs to boost housing delivery and where policies are out of date, such as housing policies, support development unless the adverse impacts outweigh the benefits of the development. Saved Policy 1.CO is not considered to be a policy for the supply of housing, however some revisions to the urban edge are necessary to meet the forecast housing needs for the emerging plan period up to 2036.

448. The Council have a 7.8 year Housing Land Supply exceeding the minimum requirement set out in the NPPF of 5 years.
449. The development of this site would be contrary to Saved Policies 1.CO (Development in Countryside) and 3.CO (Local Gap) of the Adopted Development Plan (2001 – 2011). In support of the Submitted Eastleigh Borough Local Plan (2016 – 2036), the Gap Review recommends exclusion of the majority of the site from a Gap and retention of a Countryside Gap in the northeast corner. This carries some weight as a landscape assessment based on the function of this land as a means of protecting the identity of settlements. Of less weight, is the recommendation following the SLAA that this site be included within a revised urban edge and be allocated for residential and educational development.
450. It is accepted that the proposed residential development would give rise to certain benefits, notably in terms of housing provision, including affordable housing. There would also be social benefits through an increase in public open space provision, landscaping and financial support to the delivery of infrastructure in the locality. In addition there would be the economic benefits due to construction, an increase in local population, payment of New Homes Bonus and financial contributions secured via a S106 planning obligation. However, it should be noted that these financial and infrastructure benefits are not site-specific or over and above what could be achieved on another site.
451. It is also accepted that the proposed educational development meets a known need for secondary school provision and delivers wider community benefits through enabling the community to use the sports facilities (subject to a Community Use Agreement).
452. In assessing any harm the development would cause, it is considered that the development would not affect the function of the Local Gap in protecting the individual identity of settlements. Subject to final comments from the Borough's Ecologist, the ecological impact on protected species and their habitat, the SINC, water quality and flow can all be avoided or mitigated. Final comments are also awaited from Highways England in relation to the impact on Junction 7 and 8 of the M27. Assuming no material planning objection from Highways England, it is considered that, on balance, the development would be environmentally sustainable.
453. It is considered therefore that the benefits of the proposed development would significantly and demonstrably outweigh the harm caused by it and therefore the proposed development is considered to be sustainable and in accordance with the presumption in favour of sustainable development as set out in the NPPF.
454. Subject to subject to the referral of the planning application to the Secretary of State; no material planning objections from outstanding

consultee responses, completion of a Section 106 agreement for planning obligations and the recommended conditions, full permission for the secondary school and access roads and outline permission for the residential development is recommended to be granted.



**EASTLEIGH**  
BOROUGH COUNCIL

Title:  
O/18/83634

Land west of Woodhouse  
Lane, Hedge End

Scale:  
1:10000

Map Ref  
SU5014

Date:  
16/01/2019

