

Application Number: 21/10693 Full Planning Permission

Site: TESTWOOD CLUB, 110 SALISBURY ROAD, TOTTON SO40 3LQ

Development: 12 affordable dwellings; associated access, parking and works; demolition of existing building

Applicant: New Forest District Council

Agent: MH Architects Limited

Target Date: 09/08/2021

Case Officer: Judith Garrity

Extension Date: 18/08/2021

1 SUMMARY OF THE MAIN ISSUES

The key issues are:

- 1) Principle of Development
- 2) Design, site layout and impact on local character and appearance of area
- 3) Landscape impact and trees
- 4) Highway safety, access, and parking
- 5) Residential amenity
- 6) Ecology, including Habitat Mitigation and Nitrate neutrality.

This application is to be considered by Committee at the discretion of the Executive Head of Planning, Regeneration and Economy.

2 SITE DESCRIPTION

The application site is located on the corner of Salisbury Road and Testwood Lane. It contains a large vacant building set back from the corner which was formally used as a community club. The site is predominately comprised of the buildings and a hard standing forecourt where parking is provided.

The existing building is brick built with a pitched roof of a mix of two and single storey heights under a pitched roof. Access is provided from Salisbury Road with a secondary access from Testwood Lane. The site is level with Salisbury Road but slightly elevated above Testwood Lane.

The general pattern of development in the immediate area is predominately bungalows with some two storey development. The site is adjoined to each boundary by single storey dwellings. No 150 Testwood Lane is a bungalow set back in its plot to the north west boundary and No. 114 Salisbury Street to the south east. St Winifreds Church on Salisbury Road to the south east is 4 storey landmark building.

3 PROPOSED DEVELOPMENT

The proposal is for the demolition of the existing vacant club building and its redevelopment for 12 residential flats for affordable housing. This would comprise 6 no 1 bed and 6 no. 2 bed units.

This would be a newly constructed 2/3 storey building of a modern design. There would be 18 unallocated parking spaces provided along with cycle parking, cycle storage, bin store, 3 electric vehicle charging points, landscaping and amenity space.

Access would be provided from both Salisbury Road and Testwood Lane. There are a number of highway trees on the verge in front of the site which will be retained as part of the scheme

4 PLANNING HISTORY

Proposal	Decision Date	Decision Description	Status
07/90989 Smoking shelter; paving; fence; resiting of portable container	13/12/2007	Refused	Decided

5 PLANNING POLICY AND GUIDANCE

Local Plan 2016-2036 Part 1: Planning Strategy

Policy ENV1: Mitigating the impacts of development on International Nature Conservation sites

Policy ENV3: Design quality and local distinctiveness

Policy ENV4: Landscape character and quality

Policy IMPL1: Developer Contributions

Policy IMPL2: Development standards

Policy STR8: Community services, Infrastructure, and facilities

Policy HOU2: Affordable housing

Local Plan Part 2: Sites and Development Management 2014

None

Supplementary Planning Guidance And Documents

SPD - Mitigation Strategy for European Sites

SPD - Parking Standards

Relevant Legislation

Relevant Advice

NPPF Chap 12: Achieving well designed places

Constraints

Article 4 Direction

SSSI IRZ Air Pollution

Meteorological Safeguarding

SSSI IRZ

Plan Policy Designations

Built-up Area

6 PARISH / TOWN COUNCIL COMMENTS

Totton & Eling Town Council

The proposal is for a two storey building comprising 12 flats. Housing need will be met with a mix of 6 x 1 bed and 6 x 2 bed flats. Adjacent to the site are two bungalows, the proposed layout should avoid any direct overlooking of these properties. However, one area of concern is the layout of the larger parking area as a few parking spaces are in close proximity to residential gardens. It is requested that a brick wall be erected around the perimeter adjacent to all existing dwellings to

avoid a negative impact on existing residents. Notwithstanding that it is positive to see the site will provide 18 car parking spaces in total. Data has been submitted with the application to suggest vehicular movements on/off the development will be far reduced compared to the sites previous use.

RECOMMENDATION PERMISSION but accept the decision reached by the District Council's Officers under their delegated powers

7 COUNCILLOR COMMENTS

No comments received

8 CONSULTEE COMMENTS

Comments have been received from the following consultees:

HCC Surface Water: No Objection Subject to Condition(s)

Southern Water: Offer advice and comments. There is a requirement for a formal application for connection to the public sewer.

HCC Highways: No objection subject to a condition requiring a construction management plan.

Ecologist: No objection subject to condition on the installation of the ecological enhancements.

HCC Education: Comment only. No contribution towards education provision is required

NFDC Drainage: Comment only on drainage connections.

NFDC Tree Team: No Objection subject to Conditions.

Environmental Health (Pollution): No objection subject to submission of Construction Environmental Management Plan.

HCC Rights of Way: No objection

Hampshire Fire and Rescue Service: Comment only

SGN: Offer advice

SSEN: Offer advice

9 REPRESENTATIONS RECEIVED

For: 0

Against: 9 (2 comments received from the same address)

The following is a summary of the representations received:

Proposed building and layout:

- building too large, design out of character and reference made to flat roof.
- impact on existing views and open space
- overdevelopment of the site, more amenity space is required.

Parking and highways:

- insufficient parking and no provision for trade vehicles or disabled parking
- on street parking and impact on access for residents and emergency vehicles.
- additional traffic at busy junction and safety concerns for pedestrians, cyclists and school children.

Amenity issues:

- Impact on privacy and light especially in winter
- Request for brick boundary wall to be constructed.
- Impact of cycle store if used as a smoking shelter.
- Increase in noise and impact on air quality during construction

Other comments:

- area should be retained for private dwellings
- comment on process for allocation of flats and concern about increased crime and anti-social behaviour.
- previous scheme was rejected
- lack of consultation or face to face meetings

10 PLANNING ASSESSMENT

The key issues to consider are as follows:

- 1) Principle of Development
- 2) Design, site layout and impact on local character and appearance of area
- 3) Landscape impact and trees
- 4) Highway safety, access and parking
- 5) Residential amenity
- 6) Ecology, including Habitat Mitigation and Nitrate neutrality.

Introduction

The proposals for 12 new affordable homes would have a significant impact on providing affordable homes for local people which forms part of how NFDC will deliver its priorities in the Housing Strategy (December 2018).

The housing need for affordable housing in Totton in February 2021 was 208. The highest housing need identified is for 1 person and 2 bedroom properties with over 80% of applicants in Totton requiring these types of properties. The proposed development seeks to address the identified need for affordable homes in Totton and the wider district.

The proposed number of properties is 12 and therefore the provision of affordable housing is a policy requirement under Policy HOUS 2. Although this is a NFDC proposal where there is certainty of 100% affordable housing provision, the site could be sold in the future with the benefit of planning permission or after it is built. The provision the provision and retention of Affordable Housing on the site in accordance with Policy HOU2 in perpetuity will therefore be secured by way of a Section 106 agreement.

Principle of the development

The site is located in the built up area where residential development is generally acceptable. However, the proposed development would result in the loss of community use and Policy STR8: Community services, Infrastructure and facilities seeks to protect such uses. This application has been submitted with evidence of

the marketing exercise undertaken for the existing building to establish whether there is any interest in the site for community purposes and details provided of alternative provision for community facilities available in the locality of the site to meet community needs.

The applicant has submitted details of the previous use. Details are set out as follows. Testwood Working Men's Club shut down permanently in 2018 and the community activities that once took place in the building relocated to other venues at this time. The use of the Club declined materially over the last decade and significant works and expenditure would be required to bring the building into operational use. Due to this there is no realistic prospect of the continuation of any community use in the building in the future. The local community has excellent access to other facilities in the area including the comprehensive services in Totton and a number of other sites and buildings. These are being used on a regular basis and there is no evidence that local residents are lacking in access to community facilities,

The site has previously been identified by both private and public sector organisations as being suitable for housing and when the site was put up for sale by the owners of the Club 6 of the 7 bids received were for housing redevelopment.

Given the fact that the site is currently redundant with no evidence of interest in a community use and that there is alternative provision available in the locality, the principle of residential development of the site is considered to be acceptable in accordance with Policy STR8.

Furthermore, in considering the principle of development it is relevant to note that the Council cannot demonstrate a five-year supply of deliverable housing land. The Council Planning Policy team is currently engaging with developers in order to produce an updated five-year housing land supply figure that takes into account last year's delivery of new homes along with the latest information about sites coming forward. This will be published around the end of September 2021 and will be the formal position of the Council. However, it is anticipated that the updated housing land supply position will remain below the required 5 years. In such circumstances the NPPF (para 11d) indicates that the tilted balance is engaged, whereby in applying the presumption in favour of sustainable development even greater weight should be accorded in the overall planning balance to the provision of new housing (and affordable housing). The current proposal is for a very modest level of housing provision and the harm identified above in respect of character, amenity and habitat impacts weighs against the proposal.

Design, site layout and impact on local character and appearance of area

The Design and Access statement submitted with the application set out how the design concept of the building has evolved and provides a contextual analysis of the scale of development in the surroundings.

The site has a relatively spacious character with the existing buildings set back from the frontage with hard surface in front. The scale, form and height of the proposed redevelopment needs careful consideration to ensure that the visual impact is acceptable within its context. Although of a modern design, the scale and massing of the proposals has been designed to complement the sites context whilst maximising the opportunity for development of this site. This approach to redevelopment is acceptable in principle on this site. Detailed consideration of layout and design are set out in the following sections.

(i) Layout:

The proposed building provides a strong street frontage to both Salisbury Road and Testwood Lane and is considered to be appropriate to accommodate the proposed development. Furthermore, it responds to its corner location and effectively partially enclose the parking courtyard so as to limit its visual impact within the street scene.

The proposed layout includes an area of communal amenity space which although of a limited size would meet the functional needs of residents. With the appropriate use of planting, tree planting and seating this amenity area would provide a pleasant private space for residents to use which is separated from the car parking areas. In addition, a number of the flats have private balconies and patio space which would provide an outside amenity area as well as provision being made for functional areas include bin stores, cycle storage and a communal drying area. Further communal amenity areas are provided to the front of the building which, although less private, would offer further outside space in a pleasant setting to residents behind the retained trees

The introduction of soft landscaping and tree planting to the boundaries and the frontage of the site - in place of existing hard surface - is welcomed as a visual enhancement to the street scene. The retention of the street trees would provide good screening and safeguard the character of the corner with additional soft landscaping to the front of the site which would improve the setting of the development.

Overall, the proposed layout is acceptable would ensure good quality and functional spaces are provided and that the development is acceptable within the street scene. Although relatively densely developed the layout is considered acceptable subject to full details of materials and landscaping being submitted and approved. These matters can be secured by planning condition.

(ii) Design:

The flat roof design with various heights (up to 3 storey) breaks up the mass of the built form which is set back and articulated away from the corner of the site. The variety of height, scale and articulation to both elevations of the building breaks up the mass of the building. The height of the 3 storey part would not exceed the ridge height of the existing club building on the site- although it would extend across a wider part of the site. The proposals would address and turn the corner of the site - where a higher element is justified and appropriate within its setting - as well as respecting the context of the surrounding street scene.

The submitted plans show that there would be a transition to the two and three storey parts of the building, and it would have a set back from Testwood Lane. The building would step up from 1.5 storeys where it is close to the boundaries with the bungalow at 114 Salisbury Road. The highest part of the building would be set away from existing sensitive boundaries to Testwood Lane and Salisbury Road.

Good quality contrasting materials with a variety of textures and colours will be used with brick and render with copper coloured seamed cladding for the setback areas to help to provide additional articulation. Areas of detail will be defined in a palette of brick detailing and feature cladding with final details and samples to be agreed by condition.

Although the context of the site is predominately single and two storey development, the elevational details show that the proposals would be of an acceptable scale and massing and would not be out of keeping with this area as the

three storey element has a reduced mass and scale being limited to the corner of the building. It is therefore concluded to be appropriate to the character of the area within the street scene.

Landscape impact and trees

There are no trees within this site that are considered a constraint to development. However, there is a group of mature trees, mainly consisting of Hornbeam trees, growing at the south western corner within the highway verge immediately adjacent to the site. These trees are important in the street scene and have public amenity value and are shown to be retained as part of these proposals.

The tree protection measures set out in the submitted documents shows that these trees can be adequately protection and retained throughout construction of this development.

The frontage of the flats is quite close to these trees but the relationship to front windows and balconies does not raise specific concerns about future over dominant impact of the trees on residents.

Overall, this proposal is unlikely to have a significant impact on the trees. An arboricultural impact assessment and outline tree protection scheme have been submitted with the planning application which includes a method statement for tree protection and removal of hard surfacing. This is acceptable and works in accordance with these details can be secured by condition.

In addition to retaining these existing trees, the proposals provide a good opportunity to plant new landscaping and more trees in area of Totton that has overall low tree cover. The new landscaping on the site will include native species appropriate to its setting. A low hedge will be planted to the Salisbury Road and Testwood Lane frontages. New planting within the parking areas and around the proposed building and site boundaries will soften the appearance of the site and provide a positive visual outlook to and from the site. The landscaping proposed to site boundaries and within the site would ensure good quality and functional spaces are provided and that the development is acceptable within the street scene. Some indicative details have been submitted which demonstrate that meaningful landscaping areas can be provided within the proposed layout but a detailed landscape and tree planting specification including details of hard surfaces and boundary treatments will be agreed by planning condition.

Highway safety, access and parking

There no changes proposed to access arrangements and the submitted trip generation analysis shows a reduction of two way movements from the access. Visibility splays are shown, and a swept path analysis have been submitted, which demonstrates adequate access to the site for emergency vehicles. This is acceptable to HCC Highways.

The applicant has submitted additional PIA and traffic accident information for a 5 year period between 2015-2020 at the request of HCC. This information reflects the assessment within the submitted Transport Statement and confirms that highways safety concerns would not be exacerbated by the current proposals. HCC Highways are satisfied with this information and raise no objection in this respect.

The site is within easy walking distance of Totton train station and the town centre, there are bus stops immediately adjacent to the site and a well-marked cycle. Given the proximity of the site to the town centre and the availability of public transport the site is considered to be in a sustainable location.

Parking standards are 1.4 - 1.5 communal spaces per unit for 1 or 2 bedroom flats which gives a requirement of 18 parking spaces. A total of eighteen parking spaces are indicated on the plans with 11 within the rear parking area and 7 on the front with access from Salisbury Road. This would meet current standards for unallocated spaces. The provision of the parking shown allows for delivery vehicles and visitors to the site and this is acceptable.

Cycle parking requirements are 1 space per 1 bed unit and 2 space per 2 bed unit. This gives a total requirement of 19 spaces. Cycle parking facilities and storage for 18 bikes is indicated within the rear car parking area. This provision would meet the needs of residents and visitors.

In accordance with Policy IMPL1 electric vehicles charging points are required to be provided as part of this development. Three EVC points are shown on the submitted plans and are located within front parking area and this is acceptable.

In response to the objections made the following comments are made. Provision is made on site for car parking that meets current parking standards and access for emergency vehicles has been demonstrated. On street parking and any impact on access for residents and emergency vehicles is therefore unlikely to result. Potential safety impacts on pedestrians, cyclists and school children close to the site have been considered. It is noted that there is a pedestrian crossing adjacent to the site on Salisbury Road and marked cycle path that crosses the frontage. A Transport Statement and Accident information has been submitted which considers potential safety concerns at the junction and conclude that trip generation will be reduced and therefore there are no safety concerns.

Overall, the proposals are acceptable in highway and parking respects.

Residential amenity

The boundaries of the site are adjoined by 114 Salisbury Road and 148 and 150 Testwood Lane which are all bungalows. These are the properties most directly affected by the current proposals.

The new building would be located to the east of No 114 Salisbury Road, closer than the existing Club building but it would still be set away from the boundary by 3m such that the visual relationship would be acceptable

The new building would be closer to this neighbour than the existing building on the site and it would be set back slightly relative to it. At this point the proposed building would be approx. 7.5m deep and 6.5 metres high with the first floor accommodated in a recessive pitched roof design. There would be a rearward single storey projection which would have a flat roof at a limited height of 3.8m. The existing hedge along this boundary would be retained. Given the relative relationships, separation and height any direct impact in terms of loss of light or dominance would be limited to an acceptable degree.

There are only ground floor side facing windows proposed on the building closest to No 114 Salisbury Road. There would however be 2 first floor rear windows serving Flat 1. Whilst some oblique views may be possible towards the boundary with No 114, due to the separation and nature of the built up area this is acceptable.

There would be rear facing windows on first floors in the part of the block fronting Testwood Lane would be separated from the side boundary of No 114 by 21 metres. A single second floor window would serve a stairway only; it would be of secondary use and would again be separated from the boundary by 21 metres. As such overlooking would be limited and the impact on the amenity of this neighbour is acceptable

The front parking is located close to the boundary with No 114 Salisbury Road and the rear parking courtyard would also align with their side boundary as well as part of the boundary with 148 Testwood Lane. There is existing parking for the club in this location which runs along the majority of the length of the boundary as well as built form that would be removed. Furthermore, the new arrangement would increase the planting buffer to this boundary with both 114 Salisbury Road and 148 Testwood Lane to safeguard against associated noise and disturbance offering suitable mitigation

The building would be located further from the boundary with 150 Testwood Lane than the existing Club building and would be 2 storeys high at its closest point. The proposed block is located to the south east of No 150 and set forward relative to this property and the existing club building on the site. This neighbour is set back in its plot with its main garden space to the front. However, the new development would be separated from this boundary by a minimum of 8.5 metres and so there would be no unacceptable effect on light to this property or a dominant impact on it.

At present there are two parking spaces immediately abutting the front boundary fence of No 150 and the club building is close to the boundary. These would be replaced by an area of car parking adjacent to the side boundary of No 150. Whilst this could introduce a degree of noise and disturbance this parking area is separated by sufficient buffer planting so as to minimise additional impact to an acceptable level particularly in the context of existing relationships and previous use of the club.

Concern has been raised by this neighbour about the proposed cycle store given any potential use of the store as a smoking shelter. This store would be set back from Testwood Lane but located close to the boundary and front of the property at No 150. This cycle store building is single storey height and fully enclosed except for a single entrance door to provide security. However, given the degree of enclosure and the low height of the building it is unlikely to be used other than as a cycle store. Furthermore, the relative separation with a fence along the common boundary would ensue that there would not be an unacceptable impact on the amenity of this neighbour.

The relative location of fenestration and front balconies is acceptable. There would be no side facing windows above ground floor level in the building at its closest point to No 150. Rear facing windows above ground floor would be over 27m from the boundary with No 150 and views from rear windows in the frontage block to Testwood Lane would only have an oblique and angled view towards the site flank wall of No 150 at a separation distance of 25 metres. As such, generous separation distance would be maintained to ensure no overlooking should result.

The removal of the current buildings on the site would benefit the amenity of No 148 Testwood Lane where these are in close proximity to boundaries and give a greater degree of separation. The separation of the built form from this boundary would safeguard against any adverse impact on light and ensure the proposals would not result in an over dominant impact. Furthermore, there would be a separation of over 20 m from first floor windows in the frontage block to Testwood Lane. Furthermore,

rear facing windows in flats in the frontage building to Salisbury Road would be set back relative to this boundary so as not to lead to amenity impacts.

Third party comments and the Town Council have referred to boundary treatments. Full detail of proposed boundary treatments will be submitted as part of the landscaping condition.

Other third party concerns raised about the impact on privacy and light have been considered and no harmful impact would result. Concerns about noise and air quality during construction can be covered by the submission of a construction environmental management plan before development commences. Furthermore, additional noise is unlikely to result from the proposed residential use compared to the existing Testwood Club building.

On the basis of the submitted plans, the spatial characteristics of the application site and the adjacent properties, its location and positioning in relation to the common boundaries of neighbouring properties, the proposal would not cause unacceptable effects on the privacy, light or outlook of adjacent neighbours.

Ecology:

The Wildlife and Countryside Act 1981 protects wildlife on development sites and confirms it is an offence to injure, kill or disturb wildlife species and their nests or habitats. Development Plan policy, Government advice and emerging legislation all require an enhancement to on site biodiversity wherever possible.

In accordance with Policy ENV1 of the Local Plan biodiversity net gain (BNG) of 10% needs to be demonstrated as part of these proposals. The planning application is supported by a ECOSA EclA and Biodiversity Metric Assessment (both dated March 2021).

There are no ecological objections subject to the mitigation and enhancement measures in the EclA being secured. The location and specifications of the bird nesting and bar roosting details need to be approved and evidence provided of their installation.

Details have subsequently been submitted along with the location of these enhancement measures that can be secured by a condition that requires installation prior to occupation.

The habitats on the site are currently poor and so as such the biodiversity net gain required of +10% has been conformably demonstrated using the Defra 2.0 metric.

Habitat mitigation:

In accordance with the Conservation of Habitats and Species Regulations 2017 ('the Habitat Regulations') an Appropriate Assessment has been carried out as to whether granting permission would adversely affect the integrity of the New Forest and Solent Coast European sites, in view of that site's conservation objectives. The Assessment concludes that the proposed development would, in combination with other developments, have an adverse effect due to the recreational impacts on the European sites, but that such adverse impacts would be avoided if the applicant were to enter into a Section 106 legal agreement to secure a habitat mitigation contribution in accordance with the Council's Mitigation Strategy. In this case, the required habitat mitigation contribution will be secured by a Section 106 agreement prior to planning consent being issued.

Air Quality mitigation:

To ensure that impacts on international nature conservation sites are adequately mitigated, a financial contribution is required towards monitoring and, if necessary (based on future monitoring outcomes), managing or mitigating air quality effects within the New Forest SPA, SAC and Ramsar site. There is potential for traffic-related nitrogen air pollution (including NO_x, nitrogen deposition and ammonia) to affect the internationally important Annex 1 habitats for which the New Forest SAC was designated, and by extension those of the other International designations. Given the uncertainties in present data, a contribution is required to undertake ongoing monitoring of the effects of traffic emissions on sensitive locations. A monitoring strategy will be implemented to provide the earliest possible indication that the forms of nitrogen pollution discussed (including ammonia concentrations) are beginning to affect vegetation, so that, if necessary, measures can be taken to mitigate the impact and prevent an adverse effect on the integrity of the SAC habitats from occurring. In this case, the contribution for air quality mitigation will be secured by a Section 106 agreement prior to planning consent being issued.

Nitrate neutrality and impact on the Solent SPA and SACs:

In accordance with the Conservation of Habitats and Species Regulations 2017 ('the Habitat Regulations') an Appropriate Assessment has been carried out as to whether granting permission which includes an element of new residential overnight accommodation would adversely affect the integrity of the New Forest and Solent Coast European sites, in view of that site's conservation objectives having regard to nitrogen levels in the River Solent catchment. The Assessment concludes that the proposed development would, in combination with other developments, have an adverse effect due to the impacts of additional nitrate loading on the River Solent catchment unless nitrate neutrality can be achieved, or adequate and effective mitigation is in place prior to any new dwelling being occupied. In accordance with the Council Position Statement agreed on 4th September 2019, these adverse impacts would be avoided if the planning permission were to be conditional upon the approval of proposals for the mitigation of that impact, such measures to be implemented prior to occupation of the new residential accommodation. These measures to include undertaking a water efficiency calculation together with a mitigation package to addressing the additional nutrient load imposed on protected European Sites by the development. A Grampian style condition would therefore be required to be attached to any planning consent

Developer Contributions

As part of the development, as this relates to a NFDC application the following direct financial contributions will be made prior to planning consent being issued:

- Habitat mitigation including Bird Aware £44,781
- Air Quality monitoring £1,020

As part of the development, subject to any relief being granted the following amount Community Infrastructure Levy will be payable:

Type	Proposed Floorspace (sq/m)	Existing Floorspace (sq/m)	Net Floorspace (sq/m)	Chargeable Floorspace (sq/m)	Rate	Total
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Dwelling houses	915		915	915	£80/sqm	£93,752.31*
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Subtotal:	£93,752.31
Relief:	£0.00
Total Payable:	£93,752.31

11 CONCLUSION

The proposed development of the site complies with policy and is welcomed as an appropriate use for this vacant site and would make provision of much needed homes in the District. The scale, height and design of the building is acceptable within its setting, car and cycle parking is provided in accordance with current standards suitable provision is made for the functional amenity of prospective residents, and the amenity of existing adjoining residents is safeguarded.

Planning permission is therefore recommended subject to a legal agreement to secure provision of affordable housing on the site and contributions being made for habitat and air quality mitigation and conditions.

12 OTHER CONSIDERATIONS

Objections raised about impact on the character of the area, design, layout, amenity, parking and safety concerns have been considered in the above assessment. The following comments are made on matters not covered.

This planning application cannot consider the tenure of dwellings or the future allocation of flats. Potential for anti-social behaviour would be a matter for management and not a reason to reject this planning application.

A public consultation exercise was undertaken by the applicant in December 2020 prior to submission of the current planning application and comments taken on board as part of the planning application submitted.

The Planning Officer has visited the application site and its environs, 150 Testwood Lane and 114 Salisbury Road as part of the planning assessment of the current proposals.

The building will be of a sustainable design and energy efficient, well insulated and reduced running costs. Carbon emissions associated with the building will follow an energy hierarchy in accordance with the submitted energy statement.

13 RECOMMENDATION

Delegated Authority be given to the Executive Head of Planning, Regeneration and Economy to **GRANT PERMISSION** subject to a Section 106 agreement for :

- i) the provision and retention of Affordable Housing on the site in accordance with Policy HOU2 in perpetuity
- ii) the financial contribution of £44,781 to secure recreational habitat mitigation
- iii) the financial contribution of £1,020 to secure Air Quality monitoring.

and the imposition of the conditions set out below:

Proposed Conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development permitted shall be carried out in accordance with the following approved plans:

Site Location Plan 19-036 TSC MHA DR A 001 Rev P01
Existing sections 19-036 TSC MHA DR A 004 Rev P01
Proposed Block Plan 19-036 TSC MHA DR A 002 Rev P03
Proposed Site Plan 19-036 TSC MHA DR A 003 Rev P04
Proposed Elevations 19-036 TSC MHA DR A 006 Rev P04
Proposed Floorplans 19-036 TSC MHA DR A 010 Rev P03
Proposed Floorplans 19-036 TSC MHA DR A 011 Rev P02
Proposed Streetscenes 19-036 TSC MHA DR A 007 Rev P04
Proposed cycle store 19-036-015
Proposed bin store 19-036-016
Design and Access Statement MH Architects submitted on 11 May 2021
Transport Statement Bright Plan dated April 2021 (ref 6265)
Ecological Impact Assessment dated 15th March 2021 (Ecosa re 20.0223.0001.FO) submitted on 11 May 2021
Energy and Sustainability Statement - BM3e - Boulter Mossman
Equitable Environmental Economics Ref 5079 Dated May 2021
Arboricultural Impact Assessment dated 10 August 2020 (Hearne Arboriculture Ref JH/AIA/20/50)

Reason: To ensure satisfactory provision of the development.

3. Before any works advances above DPC level, samples or exact details of the facing and roofing materials to be used to reflect the details set out in Section 12.0 of the Design and Access Statement and shown on approved plan 19-036-TSC MHA DR A 006 Rev P04 shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the approved details.

Reason: To ensure an acceptable appearance of the building in accordance with Policy ENV3 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park.

4. The development hereby permitted shall not be occupied until the spaces shown on plan 19-036-003-P04 for the parking of vehicles and cycle parking, and cycle store shown on plan 19-036-015 have been provided. The spaces shown on plan 19-036-003-P04 for the parking of vehicles shall be unallocated to specific dwellings. The approved parking, cycle parking and cycle storage provision shall be retained and kept available and the parking remain unallocated for the dwellings hereby approved at all times.

Reason: To ensure adequate parking provision is made in the interest of highway safety and in accordance with Policies ENV3 and CCC2 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park.

5. The trees/hedges on and adjacent to the site which are shown to be retained on the approved plans shall be protected during all site clearance, demolition and building works in accordance with the measures set out in the submitted Hearne Arboriculture, Arboricultural Impact Assessment and Outline Tree Protection Scheme ref JH/AIA/20/50.

Reason: To safeguard trees and natural features which are important to the visual amenities of the area in accordance with Policy ENV3 of the Local Plan Part 1 Planning Strategy for the New Forest outside of the National park.

6. Before development commences a scheme of landscaping of the site shall be submitted for approval in writing by the Local Planning Authority. This scheme shall include :

- (a) the existing trees and shrubs which have been agreed to be retained;
- (b) a specification for new planting (species, size, spacing and location);
- (c) areas for hard surfacing and the materials to be used;
- (d) all boundary treatments and other means of enclosure;
- (e) a method and programme for its implementation and the means to provide for its future maintenance.

No development shall take place unless these details have been approved and then only in accordance with those details.

Reason: To ensure that the development takes place in an appropriate way and to comply with Policies ENV3 and ENV4 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park.

7. All external works (hard and soft landscape) shall be carried out in accordance with the approved plans and details within one year of commencement of development and maintained thereafter as built and subject to changes or additions only if and as agreed in writing with the Local Planning Authority.

Reason: To ensure the achievement and long term retention of an appropriate quality of development and to comply with Policies ENV3 and ENV4 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park.

8. The works hereby approved shall be undertaken in strict accordance with the ECOSA EclA and Biodiversity Metric Assessment, both dated March 2021 and the mitigation and enhancement measures detailed in the EclA should be provided in accordance with these approved details. The locations and specifications of the bird nesting and bat roosting features shall be as indicated on approved plan 19-036_006 REV P04 and evidence provided to show them installed as agreed prior to first occupation of the dwellings hereby approved unless otherwise first agreed in writing with the Local Planning Authority.

Reason: To safeguard protected species in accordance with Policies ENV3, ENV4 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside the National Park and Policies DM1, DM2 and DW-E12 of the Local Plan for the New Forest District outside the National Park (Part 2: Sites and Development Management).

9. No development shall start on site until a Construction Environmental Management Plan has been submitted to and approved in writing by the Planning Authority, which shall include:
- (a) Development contacts, roles and responsibilities
 - (b) Public communication strategy, including a complaints procedure.
 - (c) A programme method and phasing of demolition works
 - (d) A programme method and phasing of construction works;
 - (e) The provision of long term facilities for contractor parking;
 - (f) The arrangements for deliveries associated with all construction works;
 - (g) Dust Management Plan (DMP) including suppression, mitigation and avoidance measures to control dust.
 - (h) Noise reduction measures, including use of acoustic screens and enclosures, the type of equipment to be used and their hours of operation.
 - (i) Use of fences and barriers to protect adjacent land, properties, footpaths and highways.
 - (j) Details of hours of demolition and construction
 - (k) Details of parking and traffic management measures.
 - (l) Access and egress for plant and machinery;
 - (m) Measures to control light spill and glare from any floodlighting and security lighting installed.
 - (n) Protection of pedestrian routes during construction;
 - (o) Location of temporary site buildings, compounds, construction material, and plant storage areas;
 - (p) Wheel washing facilities to be provided.

All demolition and construction work shall only take place in strict accordance with the approved Construction Environmental Management Plan.

Reason: In order that the Local Planning Authority can properly consider the effect of the works on residential amenity and highway safety and in accordance with Policy ENV3 of the Local Plan Part 1 Planning Strategy.

10. Prior to first occupation, the installation of 3 charging points for electric vehicles shall be made on the site in accordance with the details shown on the approved plans 19-036-003-P04 and these charging points shall thereafter provided and retained for that purpose.

Reason : To ensure suitable provision is made for Electric vehicle charging and in accordance with Policy IMPL1 of the Local Plan Part 1 2016-2036 Planning Strategy.

11. Construction of the development hereby approved shall not commence until details of the proposed means of foul sewerage and surface water disposal have been submitted to, and approved in writing by, the Local Planning Authority. The submitted details to include evidence that the surface water sewer asset owner has agreed to the proposed discharge rates and connection should be submitted before any connection is made and shall include schedules for each drainage feature type and ownership and details of protection measures. If necessary improvement to its condition as reparation, remediation, restitution and replacement should be undertaken.

The drainage system shall be constructed in accordance with the Drainage Strategy Report; ref: D1929/DS1.1. Surface water discharge to the surface water sewer shall be limited to 5.0l/s (2.5l/s each connection). Any changes to the approved documentation must be submitted to and approved in writing by Local Planning Authority and Lead Local Flood Authority. Any revised details submitted for approval must include a technical summary highlighting any changes, updated detailed drainage drawings and detailed drainage calculations

Reason: In order to ensure that the drainage arrangements are appropriate and in accordance with Policy ENV3 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park and the New Forest District Council and New Forest National Park Authority Strategic Flood Risk Assessment for Local Development Frameworks.

12. Before development commences details of the means of the future maintenance of the proposed sustainable urban drainage system etc shall be submitted to and approved in writing by the Local Planning Authority. The maintenance arrangements must be confirmed in writing to have been installed in accordance with the approved details with the Local Planning Authority by the applicant prior to occupation of the penultimate dwelling on the site.

Reason: In order to ensure that the drainage arrangements are appropriate and in accordance with Policy ENV3 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park and the New Forest District Council and New Forest National Park Authority Strategic Flood Risk Assessment for Local Development Frameworks.

13. The development hereby permitted shall not be occupied until:

A water efficiency calculation in accordance with the Government's National Calculation Methodology for assessing water efficiency in new dwellings has been undertaken which demonstrates that no more than 110 litres of water per person per day shall be consumed within the development, and this calculation has been submitted to, and approved in writing by, the Local Planning Authority; all measures necessary to meet the agreed waste water efficiency calculation must be installed before first occupation and retained thereafter;

A mitigation package addressing the additional nutrient input arising from the development has been submitted to, and approved in writing by, the Local Planning Authority. Such mitigation package shall address all of the additional nutrient load imposed on protected European Sites by the development when fully occupied and shall allow the Local Planning Authority to ascertain on the basis of the best available scientific evidence that such additional nutrient loading will not have an adverse effect on the integrity of the protected European Sites, having regard to the conservation objectives for those sites; and

The mitigation package shall include a timetable for implementation and measures for retention and maintenance of that mitigation package, which shall thereafter be implemented.

Reason: There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. To ensure that the proposal may proceed as sustainable development, there is a duty upon the local planning authority to ensure that sufficient mitigation for is provided against any impacts which might arise upon the designated sites. In coming to this decision, the Council have had regard to Regulation 63 of the Conservation of Habitats and Species Regulations 2017.

Further Information:

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PLANNING COMMITTEE

August 2021

TESTWOOD CLUB
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