

Application Number: 24/10992 Reserved Matters

Site: SS3 Land at CORKS FARM, NORMANDY WAY,
MARCHWOOD

Development: Reserved matters application for the appearance, landscaping, layout and scale (pursuant to outline permission 22/10449) for the development of 150 residential dwellings and discharge of conditions 6, 9, 17 and 20.

Applicant: Hampshire Homes Limited

Agent: SLR Consulting Limited

Target Date: 18/03/2025

Case Officer: James Gilfillan

Officer Recommendation: Grant Subject to Conditions

Reason for Referral to Committee: One of the Councils Strategic Sites.

1 SUMMARY OF THE MAIN ISSUES

The main issues are:

- A) Principle of Development and planning history.
- B) Reserved Matters under consideration from outline planning permission 22/10449
 - i. Landscaping
 - ii. Layout
 - iii. Scale and Appearance
- C) Residential Amenity and Noise Nuisance
- D) Flood Risk and Drainage
- E) Other Matters

2 SITE DESCRIPTION

The application site is on the northern edge of Marchwood, close to the River Test, across the water from Southampton docks. It is currently agricultural fields, predominately used for grazing. It is within the built-up area of Marchwood, and forms part of a larger site allocated for housing development.

There are no existing buildings on the application site. There is an existing field access from Admiralty Way.

To the east of the application site are residential properties on the former Royal Naval Arms Depot (RNAD), a mix of houses and flats, much of which is three storeys high. It is designated as a Conservation Area and includes Listed Buildings and structures. A high brick wall extends along the edge of the RNAD site, separating it from the application site. Beyond that housing is Marchwood industrial estate.

To the west of the application site is Slowhill Copse waste water treatment works (WwTW) and Marchwood household waste recycling centre (HWRC). To the south, across Normandy Way is a modern residential estate.

The application site has been divided into several fields by embankments and hedgerows. There are trees on the site and some protected by Preservation Orders around the edges overhanging the site.

The site is separated from the River Test/Solent shoreline by a parcel of habitat designated as a Site of Interest for Nature Conservation (SINC). That land and a strip of land along the east edge of the site is at risk of flooding. The flooding takes the form of tidal flooding from the River Test to the north and fluvial flooding from a stream alongside Magazine Close to the south-east.

Three sets of power lines cross the site, largely running parallel to each other, on an east-west axis. There is a high-pressure gas pipeline and high voltage electricity cable buried in the southern corner of the site. A foul water rising main crosses the north portion of the site, serving the adjoining waste water treatment plant. These utilities are all protected by easement strips following their routes.

There is a Public Right of Way along the east edge of the site, following the RNAD boundary wall, linking Admiralty Way to a waterside promenade along the front of the RNAD housing site.

3 PROPOSED DEVELOPMENT

Reserved matters application for the appearance, landscaping, layout and scale (pursuant to outline permission 22/10449) for the development of 150 residential dwellings, the design and planting of Alternative Natural Recreational Greenspace and Public Open Space and ancillary drainage infrastructure.

In addition to the detailed designs of those matters, conditions imposed by the outline planning permission (22/10449) required submission of the following technical details to accompany applications for reserved matter approval:

- 6. Details of equipped children's play
- 9. Additional footpath for Public Right of Way
- 17. Noise assessment and mitigation
- 20. Compliance with Finished Floor Levels

4 PLANNING HISTORY

Proposal	Decision Date	Decision Description	Status
22/10449 Outline permission (Access only) for residential development on 8.96ha of up to 150 dwellings, together with drainage and associated landscaping, including public open space (and provision for Alternative Natural Recreational Greenspace and SuDS)	28/03/24	Grant with S.106 and conditions	Decided
21/11293 Hybrid application seeking; Outline permission (Access only) for residential development up to 150 dwellings, together with associated Public Open Space, ANRG and infrastructure, and Employment land (Use Classes E(g) (i) (ii) (iii) and B8); Full consent for reprofiling of land for employment development, enclosure and site infrastructure		Withdrawn	

21/10434 Development of land including up to 9,300 Sq.m mixed Class E and B8 and up to 150 residential properties, Alternative Natural recreational Greenspace and public open space. Accesses from Normandy Way and Admiralty Way respectively. (EIA Screening Opinion)	03/06/21	EIA not required	Decided
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5 PLANNING POLICY AND GUIDANCE

Relevant Legislation

Planning and Compulsory Purchase Act 2004.

Planning (Listed Buildings and Conservation Areas) Act 1990

National Planning Guidance

National Planning Policy Framework (NPPF) 2024

Planning Practice Guidance

Local Plan 2016-2036 Part 1: Planning Strategy

Policy STR1: Achieving Sustainable Development

Policy STR2: Protection of the countryside, Cranborne Chase Area of Outstanding Natural Beauty and the adjoining New Forest National Park

Policy STR3: The strategy for locating new development

Policy STR4: The settlement hierarchy

Policy STR5: Meeting our housing needs

Policy STR8: Community services, Infrastructure and facilities

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 HOU1: Housing type, size, tenure and choice

Policy HOU2: Affordable housing

Policy CCC1: Safe and healthy communities

Policy CCC2: Safe and sustainable travel

Policy IMPL1: Developer Contributions

Policy IMPL2: Development standards

Strategic Site 3: Land at Cork's Farm, Marchwood

Local Plan Part 2: Sites and Development Management 2014

DM1: Heritage and Conservation

DM2: Nature conservation, biodiversity and geodiversity

New Forest District Core Strategy 2009. Saved Policy

CS7: Open spaces, sport and recreation

Hampshire Minerals & Waste Plan 2013

Policy 15 - Safeguarding Mineral Resources

Supplementary Planning Guidance And Documents

SPD - Mitigation Strategy for European Sites

SPD - Parking Standards

SPD - Air Quality in New Development.

SPD - Planning for Climate Change

RNAD Marchwood Conservation area character statement.

6 PARISH / TOWN COUNCIL COMMENTS

Marchwood Parish Council 02/09/25 (In response to reconsultation): Objection Par 4.

Members of the committee considered the layout of the site was cramped and overdeveloped.

The flats were particularly unsightly in appearance with dark materials planned for the build and deep reset windows were not at all visually pleasing.

The whole development lacked the distinctive appearance of the character of the village and was not in keeping with the existing design and character of Marchwood.

It was further believed that the development would be far removed from the character of the existing design within the village, it lacked the distinctive identity and if approved the site would not integrate with the local community.

Members requested the architects give consideration when planning the design to the neighbouring homes of Admiralty Quay and the surrounding area that was aesthetically pleasing.

The development was not sympathetic to its environment, did not respect or enhance local distinctiveness, character or identity, was not visually appealing therefore, did not conform with policy ENV3.

Several comments by the consultees had not been updated to inform the committee of the views since the previous application was considered therefore, Members considered that not all the information required was available for an informed decision in some aspects of the layout of the site.

Marchwood Parish Council 14/01/25: Objection PAR 4

1) Highway Issues

a) Road Safety Audit (RSA)

No RSA has been submitted. Wider road safety is a concern as the development is in an area where we have previously commented on our concerns about road safety along Normandy Way. We must insist that an RSA is undertaken at the earliest opportunity.

b) Adoption

There is no evidence that the local authority will adopt the site, so there is a worry that the minimum acceptable standards may not be adhered to for all the internal roads and footpaths and/or the Developer has considered Hampshire County Council's (HCC) best practice.

c) Layout

The layout of the development underpins road safety, and I cannot see sufficient information to address junction layouts in terms of visibility.

Shared spaces should be contained to dead ends and turning places rather than on road edges and lanes. Furthermore, the main north-south straight road is too straight and doesn't do enough to reduce excessive vehicular speed. I am also concerned there is no mention of priority at road junctions, which may contribute to an unacceptable road safety risk level.

d) Refuse Vehicles & Fire Tenders

It was noted that HCC stated that this proposal does not comply with HCC TG2 guidance regarding vehicle size and speed. Furthermore, there are concerns that the overhang of these vehicles might overhang pedestrian areas, driveways, and parking bays and should be avoided.

e) Parking (including Disability Parking)

The Developer has allocated 85 spaces, and 9 visitor spaces, 199 unallocated, as we have seen elsewhere in Marchwood, this has led to poor parking by residents and overspilled parking onto the highway. Also, this will impact the Refuse and emergency service vehicle's access and exit from the development. Furthermore, the parking layout at several dwellings seems odd and can lead to additional unexpected parking outside homes.

2) Lockerley/Marchwood natural gas pipeline

Members agreed that the Marchwood Parish Council supports the HSE recommendation that the local authority and/or Developer consult with the gas pipeline operator as they may have a legal interest (easement, wayleave, etc.) in the vicinity of the pipeline.

3) Prevention of crime and disorder, including anti-social behaviour (ASB)

a) Terrace Housing

Studies have shown up to 85% of unlawful entries occurred at the back of the house with open rear entry footpaths. Therefore, I urge consideration to support Hampshire & IOW Constabulary's recommendation that if the footpaths are necessary to give access to the rear of the property, they should be gated to reduce crime and ASB. The gates should be 1.8m high (to match the fence boundary) and fitted with a lock that is operated with a key on both sides.

b) The Three Blocks of Flats

- i. We support Hampshire & IOW Constabulary in stating that the apartment blocks must sit within an area of semi-private space enclosed with a robust boundary at least 1.2m high.
- ii. Ground-floor apartments with doors that can be accessed from the surrounding semi-private space must be protected by a private garden, which is the sole preserve of the resident of the apartment with doors that can be accessed from this space. The private garden must be at least 1.5m wide and enclosed within a robust boundary at least 1.2m high. Windows on the ground floor must be defended by planting.
- iii. The communal entrance doors for each block of flats should be tested and certified to LPS1175 Issue 8 Security Rating or PAS 24: 2022. The doors should have access control and visitor door entry systems. Tradesperson buttons should not be recommended as they can cause ASB. Lighting in the communal areas should be 24-hour. These measures will assist in reducing ASB.
- iv. The communal cycle store and bin store should have doors certified to LPS 1175 Issue 8 Security Rating A1 as recommended by Hampshire & IOW Constabulary. I urge MPC to support the Police's other recommendations regarding the cycle store and bin store as outlined in their letter to NFDC dated 7 January 2025.

4) Environmental Concerns

a) Noise

We should welcome and support NFDC's noise monitoring conditions but question if there has been sufficient modelling to mitigate the 24/7 noise from the nearby container dock and adjacent land.

b) Flooding

Flooding is an increasing occurrence, so we urge that NFDC/Developer to review their estimate of risk factors.

The site holds a large body of water, Members raised safety concerns.

c) Landscaping, Biodiversity & Trees

i. Block of flats

We encourage NFDC to review the architectural design of the proposed flats. In the opinion of MPC, they are dark, dismal and out of keeping with the typical street scene and of the rest of Marchwood. Alternative building materials should be considered to improve the street scene.

ii. Playground area

It is unclear from the plans what age groups are considered the target for providing a playground. Our experience would suggest that Anti Social Behaviour can be reduced if play areas encompass all age groups and do not focus primarily on younger children.

iii. Biodiversity

The Cork Farm area has a rich diversity of flora and fauna, and MPC cannot determine if there has been sufficient investigation on the impact of the landscape, particularly the resident bats, barn owls and other native flora and fauna. We would welcome a condition that protects our wildlife, which parishioners have worked tirelessly to achieve.

iv. Trees

We wish to serve notice that we expect the planning authority to insist on specific trees and shrubs native to the area that are easy to preserve, conducive to good land management, landscaping objectives, and sustainable given current and future costs, and to uphold health and safety concerns. The committee noted the future high cost of maintenance for the site and that was considered not achievable by the Parish.

v. Community Infrastructure

This item may be outside the remit of the consultation.

Still, given that Marchwood may lose its Doctor's Surgery, it was believed it might be prudent to repeat that the proposed development should reflect on the access to local amenities such as shops and medical facilities, given the Developer states Marchwood is an attractive place to live and raise a family.

The Committee stated that the developer did not understand the local environment. The proposed plans were out of keeping with the rest of Marchwood, the proposed dwellings were cramped on to a small part of the site believed to be because of the pipeline and also because of the flooding issues that was considered to be dangerous for a family environment.

7 COUNCILLOR COMMENTS

No comments received

8 CONSULTEE COMMENTS

Comments have been received from the following consultees:

New Forest District Council

Conservation: Objection (6/11/25)

There is no objection in principle for up to 150 dwellings here, following outline

permission 22/10449.

However, the design, materials, appearance, massing, landscaping and layout of the proposed development causes less than substantial (but not negligible) harm to the setting of the designated heritage assets.

Environmental Design Team: Objection (05/11/25)

The quality of the special buildings proposed for key locations has not been demonstrated to be good enough.

Features to prevent overspill parking encroaching on soft areas need to be included. The shape of the drainage basins is not formally engineered or sufficiently natural and appearance of drainage inlet and outlets have not been included, landscape appearance of drainage basins is not clear.

Access for open space maintenance vehicles needs including.

Concern regarding maintenance of hedgerows with areas of scrub planting in front of them restricting access.

Challenge of maintenance of play ground surface material.

Impact of foul water infrastructure on the appearance of the landscape.

Stepped paths across the open space does not accommodate all users.

Environmental Health Contaminated Land: No objection. (10/01/25)

Requests contaminated land conditions are imposed.

Environmental Health Pollution: No objection (29/09/25)

While the applicant has demonstrated technical compliance with Condition 17, evidence from 24 Acoustics and Environmental Health observations indicate that vessel noise can, at times, dominate the local sound environment. This is further supported by a history of complaints from the community regarding noise from vessels using the Port.

The extent and frequency of such a noise impact is inherently very difficult to quantify. However, when present such noise has been technically assessed as potentially having a significant adverse impact, with the likelihood that internal noise criteria for dwellings—both during the day and at night—may be exceeded when vessel noise is prominent.

In light of the above, there are clear opportunities to deliver a high-quality development that fully considers and mitigates all significant sound sources, including the impact of commercial noise from the Port. This would ensure alignment with the Agent of Change principle as well as National and Local Planning Policy.

Accordingly, additional mitigation measures should be considered for dwellings adversely exposed to such noise sources. Potential mitigation may include enhanced glazing specifications and passive/mechanical acoustic ventilation systems, to ensure recommended internal noise levels are achieved at all times and a good standard of amenity can be achieved for future residents.

Housing. No Objection (23/10/25)

The affordable housing schedule presented provides a suitable mix of tenures and unit sizes that complies with the Local Plan and S.106 agreement.

Open Spaces. No Objection (18/11/25)

The equipped children's play area provides an appropriate size and range of equipment to meet the requirements of CS7.

Hampshire County Council

HCC Highways: No objection subject to conditions (01/12/25)

The internal layout design has been amended to address concerns. The designers' response to the Road Safety Audit has been reviewed and is now considered acceptable. Suitable traffic calming measures and visibility splays for both vehicles and pedestrians have been demonstrated. Two minor points are raised about the width of a section of footway and road widths on roads at the edge of the development for large vehicles and cars to pass. Does not object to these and recommends conditions.

HCC Surface Water: Does not object to the Reserved Matters application. (28/11/25)

The application is supported by a drainage strategy that is acceptable in principle. However, discussions are ongoing with the applicant regarding ground permeability. Additional information can be submitted in order to discharge the condition imposed on the outline planning permission.

Others

Environment Agency: No objection (24/11/25)

Satisfied that the applicant has considered the points raised in the first response, regarding floodplain storage compensation and finished floor levels for the proposed residential units. The necessary information to approve the proposed development from a flood risk perspective has been provided.

Hampshire and IofW Constabulary. Comments (7/01/25)

Encourage any footpaths between rear gardens are secured by gates to limit the potential for crime and anti-social behaviour to occur. Ground floor flats should have robust enclosure to any patio style doors and communal entrance doors should be fitted with entry control systems and rated door locks.

Hampshire and IofW Fire and Rescue. Comments (16/01/25)

Advice on the need to accord with standards for fire access, installation of fire safety systems and maintenance.

Health and Safety Executive (HSE): Does not advise against granting planning permission. (7/10/25)

HSE Explosives Inspectorate: No objection. (13/01/25)

National Grid Company: Comments (10/01/25)

Require access to maintain and inspect the electricity infrastructure crossing the site.

9 REPRESENTATIONS RECEIVED

The following is a summary of the representations received.

Principle

Quick fix to housing need causing loss of green field
Land should be developed for the community with parks and not housing
The site is an area of natural beauty

Design

The design of the dwellings does not take influence from the forest or adjoining RNAD conservation area and are neither beautiful or imaginative.

Highways

Junction between Normandy Way and Admiralty Way is unsafe
Lack of public transport
Traffic congestion around schools and lorry park
Developments in Totton will increase congestion, for residents of this scheme, on routes to Southampton
Dimensions of parking spaces do not respect modern car sizes
Inadequate visitor parking spaces
Fire tender cannot access all of the site easily
General highway wear and tear not addressed
Lack of pedestrian routes along Normandy Way

Amenity

Noise and disturbance from port of Southampton
Noise from overhead power cables
Loss of privacy from overlooking of homes in Admiralty Way
Change in outlook from front of property in Admiralty Way
Loss of amenity due to overshadowing of neighbouring homes
Lack of detailed proposals to limit overheating in homes
Impact of dust and mud during construction

Flood Risk and drainage

The site floods, surface water can't always drain away.
High water table causing ground water flooding.
Sea wall would need extending
Compaction of permeable surfaces compromising their permeability
Impact of surface water run off on adjoining properties
Capacity of drainage infrastructure to accommodate the development
HCC drainage concerns need addressing before consent should be given

Poor Infrastructure and services

Additional pressure on doctor surgery especially with closure of an existing village surgery
Lack of provision for school places

For: 0

Against: 14

10 PLANNING ASSESSMENT

A) Principle of Development and Planning history.

The site has the benefit of an extant outline planning permission for up to 150 dwellings (22/10449), with vehicular access from Admiralty Way, including provision of Alternative Natural Recreational Greenspace (ANRG), Public Open Space (POS) and surface water drainage.

The outline planning permission approved parameter plans which set out how the site would be developed. These parameter plans cover matters of land use, defining that part of the site to be residential development, that part to be supporting green infrastructure, including drainage, and reserves an area of the site for an internal link road between development parcels. A landscape framework demonstrates how existing landscape features will be retained and the principle of the green infrastructure being capable of delivering ANRG, POS and on-site surface water drainage. These plans established the principle of residential-led mixed-use development on this site as part of Strategic Site 3 'Land at Corks Farm, Marchwood'.

Detailed plans were submitted, and approved, for the design of vehicular access to the site from Admiralty Way, off-site junction improvements and enhancements for pedestrians and cyclists along Normandy Way and Admiralty Way.

The application now submitted for consideration provides details of the matters reserved, by condition, following the grant of outline permission. As secured by Outline planning permission (22/10449) condition no.2, and described by the national Planning Practice Guidance (PPG), the following details are submitted for consideration:

- Appearance - the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
- Landscape - the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features.
- Layout - the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.
- Scale - the height, width and length of each building proposed within the development in relation to its surroundings.

Any application for the approval of reserved matters, that follows the grant of outline planning permission, needs to comply with the approved parameter plans. This report will assess if the proposals, as submitted, follow the approved parameter plans.

Objections to the principle of the development and the loss of the existing open space, received in representations from local residents, are given little weight as the principle of the use of the site for residential-led development, as set out, has been established. The land is not designated for any landscape value, nor is it currently open space available to the public for recreational activities. However, it should be noted that much of the site will be made available as green infrastructure, with public routes throughout, to the benefit of future occupiers and existing Marchwood residents.

Objections received in public representations based on the design or safety of the proposed vehicular access, junction of Admiralty Way and Normandy Way and effects on the wider highway network have been considered and addressed in the outline planning permission. Necessary mitigation and improvements have been secured and as such these matters are not under review in this Reserved Matters application.

Furthermore, objections based on the impact of the planning application on the capacity of health care services and education services are given little weight as these are matters were considered before granting outline planning permission.

At the time the outline planning permission was approved, the Council was unable to demonstrate a five-year supply of land for housing development, when considered against its adopted housing needs and delivery trajectory, as such the presumption in

favour of sustainable development, in accordance with paragraph 11 of the NPPF was applicable. Since that decision the Council's published five-year housing land supply figure has dropped and the presumption imposed by paragraph 11 of the NPPF remains relevant.

Furthermore, the Government published the results of the Housing Delivery Test in December 2023. New Forest District delivered a result of 75%, as such the Council was required to prepare a housing delivery action plan. Adopted in May 2024 it set out how the Council would positively respond to the challenge of increasing its housing delivery.

In light of these changes in circumstances, since the approval of the outline planning application, it is considered that the social benefits of delivering the proposed housing including the affordable housing should be given significant weight.

B) Reserved Matters under consideration from Outline Planning Permission.

i) Landscape

Policy STR2 seeks to protect the designated landscapes of the New Forest National Park and Cranborne Chase National Landscape. The principle of developing this site has already been agreed and it was confirmed by the outline planning permission that there were no concerns regarding the impact of the development on the setting in landscape terms of the designated landscapes.

Policy ENV3 seeks the retention and/or enhancement of landscape features and characteristics through sensitive design, mitigation and enhancement measures to successfully integrate new development into the local landscape context.

Local Plan Policy ENV4 provides guidance on ensuring landscaping is successfully integrated with local features and that green infrastructure links are provided and wildlife corridors protected. The landscaping setting of the development and transition between settlement fringe and open countryside are successfully managed.

The outline planning permission is supported by a Land Use parameter plan that sets out the delivery of circa 5ha of the site for green infrastructure and drainage infrastructure. That plan allows for the retention of the majority of the significant landscape features, such as mature trees and hedgerows, present on the site. As well as the mature trees along the public right of way beyond the eastern boundary of the site.

The outline planning permission was supported of by an illustrative landscape framework to demonstrate how the green infrastructure could be laid out to deliver Alternative Natural Recreational Greenspace (ANRG) in accordance with the European Sites Recreational Mitigation SPD, informal public open space (POS) and children's play.

The detailed proposals for the landscape of the site follow the principles established by the outline planning permission. In addition to the principal open spaces, the detailed design of the layout of the proposed built-up area includes landscape setting for buildings, tree lined roads, surface water drainage swales and soft landscaped private gardens.

Detailed commentary on each element of the proposed landscape is set out below in line with the national Planning Policy Guidance (PPG).

(a) screening by fences, walls or other means

Throughout the public realm, brick piers, walls and railings will provide enclosure to courtyards of parking and define the different character of side roads, contributing to an attractive place. Their presence takes influence from similar features in the RNAD conservation area and will be positive features of streetscenes.

The supporting Site Layout plan (JPA rev P04 received 03/10/25) presents a grid arrangement of roads with perimeter layout of buildings providing active frontage to the roads and routes and private rear gardens enclosed within the perimeter blocks. Such a layout minimises the extent to which rear gardens are exposed to the public realm. As shown on the supporting Boundary Materials plan (JPA rev 04 received 03/10/25) where rear gardens and plot boundaries are not enclosed within the perimeter block, they are enclosed by brick walls, extending from the corners of buildings these will be a positive feature of the streetscene by providing a solid robust enclosure. Within the perimeter blocks fences separate individual gardens. This is considered an appropriate and resilient design approach.

There are no proposals to erect any fences or walls to enclose the wider application site. The land within the site allocated for development by Local Plan policy SS3, that is not included in this planning application, has been enclosed with a fence by its owner. However, this planning application will rely on existing and proposed new landscape to define and enforce boundaries where enclosure is required.

As such, the proposed boundary treatments are considered to have suitable design.

(b) the planting of trees, hedges, shrubs or grass

The planning application is supported by a detailed landscape framework (Deacon Design rev E and F received 06/10/25 and 24/11/25). In accordance with the landscape framework parameter plan supporting the outline planning permission, existing trees and hedgerows will be retained. The proposals for the detailed matter of landscape demonstrate how those features will be supplemented and used to create interest in the layout and arrangement of open spaces, most notably existing hedgerows crossing the west portion of the site being used to create main and secondary ANRG spaces in accordance with the Mitigation Strategy for European Sites SPD. The existing landscape around the base of the electricity pylon, on the site, will be reinforced to restrict access, by filling a gap in the existing hedge and adding trees.

The large open spaces, primarily on the west side of the site, will be predominately laid to flowering lawn and meadow to ensure low height landscape coverage, achieving the large diameter openness required of the ANRG. Beyond the edge of the 120m diameter main space, native planting and wildflower will be planted to create additional interest in the ANRG, with mown paths to ensure recreational use.

The landscape framework includes provision of tree line roads throughout the area of built development. The extent of tree planting will be a very positive feature of the streets. Hedges and pockets of grass will be interspersed amongst parking spaces and help to soften the built environment and provide green corridors across the site.

A comprehensive planting schedule has not been provided at this time or a detailed management plan. However, the landscape framework plans represent an appropriate approach to delivering an attractive development with extensive landscape setting throughout. As such, it is considered that sufficient assurance regarding the quality and character of the space can be concluded, and specific details of species and future management can be secured by condition.

The NFDC Environmental Design officer has raised concerns regarding aspects of the proposed landscape planting design. It is considered that these do not go to the heart of the planning application and in part will be addressed by the aforementioned condition for landscape maintenance and management.

It is also considered that the concerns raised by Marchwood Parish Council (MPC) regarding species and ease of maintenance can be addressed by the applicant in producing the detailed species schedule.

As such, the proposed planting strategy is acceptable subject to detailed species conditions.

(c) the formation of banks, terraces or other earthworks

The southern development parcel is already on 'made' higher ground than the rest of the site and embankments are already a feature of the application site. Furthermore, there are already embankments along Admiralty Way opposite the approved vehicular access to the application site.

The land to be developed for residential dwellings on the north side of the planning application site will be raised by at least 1.5m above existing ground levels to protect the development parcel from the predicted flood levels. The principle of this was considered acceptable by the outline planning permission.

The supporting Landscape Framework plans (Deacon Design rev E and F received 06/10/25 and 24/11/25) and Site Section plans 1 & 2 (Deacon Design received 09/10/25) indicate that a soft landscaped embankment will provide the change in ground levels from the existing ground levels up to the raised ground level for the built development. Along the north and east edges that embankment will be relatively steep due to the limited space for the change in levels to be accommodated. However, there is no concern that the gradient will preclude being successfully landscaped. To the west the gradients will be shallower as the ground levels blend into the ANRG over a longer distance and will be landscaped consistently with the open space to the west contributing to the useable open space being provided.

The Landscape Framework Plan (Deacon Design rev F received 24/11/25) and the Site Levels and contours (GTA Civils Sheet 1 rev P.11 received 06/10/25) indicate inclusion of a short section of retaining wall will be constructed along the east edge of the built form development plateau, in order to limit the requirement for an embankment, in order to protect trees close to the edge of the application site. The plans include a product specification, and the applicant has provided images of the product (Email 24/11/25) in order to demonstrate the landscape appearance achievable. The sloping embankments proposed to the north and south of the retaining structure would blend into it, which, coupled with the proposed landscape planting in the retaining structure, creating a green wall effect, would preserve the green landscaped edge to the planning application.

The excavations to form the drainage attenuation basins will result in more extensive embankments. However, these will still be landscaped and planted with water tolerant species as part of a water meadow and contributing to biodiversity and ecological support. Whilst a more engineered solution may have been compatible with the design of the scheme, the planning application has retained a soft landscape led solution.

The NFDC Environmental Design officer has raised a concern that the drainage basins are not contextually responsive enough, citing the presence of canal water

features in the adjoining RNAD site and electricity pylons as an opportunity for a more formally engineered design, or a soft sculptured organic shape that blends with the landscape as an alternative and that as significant features in views in to the site and from the green space within the site this is detrimental to the character and appearance of the planning application. Whilst these potential alternative designs have some rationale, the applicant has chosen to retain the design as presented on the supporting Landscape Framework plans. It is considered that the designs shown on the supporting plans present a reasonable solution and that no significant visual harm arises.

Additionally, earthworks will be introduced in the play area to add interest to the appearance of the space and contribute to the variety of play opportunities.

As such, the proposed earthworks are a suitable design.

(d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art

As shown on the supporting site layout plan (JPA rev 04 received 03/10/25) all of the houses will have enclosed private rear gardens. The supporting landscape framework plans (Deacon Design rev E and F received 06/10/25 and 24/11/25) indicate these will be laid to lawn, leaving residents free to personalise to suit their amenity needs. They will also have soft landscaped frontages of varying depths, including enclosing hedgerows where larger front gardens allow, ensuring an attractive landscape setting for each house. This is considered to be an important feature given the extent of hard surfaces for vehicular parking in the public realm.

The flatted blocks will have amenity lawns around them, enclosed by hedges. These lawns will have value as communal gardens for the residents and will provide landscape setting for these larger buildings.

The design of the roads and routes through the built area incorporates squares at junctions on the primary route and courtyards along secondary routes. As described above, feature walls and railings will frame the squares where secondary routes join the primary route. A raised table will define the square and rain gardens with trees which will provide sustainable drainage and landscape in each corner.

The enclosure to the squares will be used to give the perception of a courtyard along the secondary routes, albeit the secondary routes will continue through the courtyards linking to other secondary routes. The rows of parking spaces in the courtyards will be broken up by trees in planting beds large enough to be resilient and establish mature trees.

The trees placed in each corner of the squares along the primary road will be part of a line of trees along both sides of the primary road, in accordance with the aspiration of paragraph 136 of the NPPF that, *inter alia*, seeks to ensure new roads are tree-lined.

As such, the proposed public, semi-private and private spaces have a suitable design.

(e) the provision of other amenity features

The supporting landscape framework plans (Deacon Design rev E and F received 06/10/25 and 24/11/25) show a number of pedestrian pathways, through the planning application site. These are considered to make good use of the open space for informal recreation by residents and will be readily accessible to visitors and existing residents in neighbouring residential areas to the east and south, connecting with existing paths and footways off-site.

Stepped access is shown on three paths due to the gradient of ground levels in those locations, this is considered to address the topography efficiently and without extensive retaining structures required for ramped paths. As shown on the Landscape framework plans and the site levels and contours sheets 1-3 (GTA Civils rev P11 received 06/10/25) ramped sloping paths connect between the existing ground levels around the edges of the site and the elevated land for the built development in eight locations. This considered to reasonably balance the needs of all users with the design and appearance of the planning application.

Provision of bins, benches and signs is included on the landscape framework plans but without precise product specifications. Such details can be secured by condition, attached to this recommendation.

As such, the proposed amenity features are acceptable subject to detailed specification conditions.

(f) Public Open Space, Alternative Natural Recreational Greenspace and play areas.

The outline planning permission was supported by a Land Use parameter plan that set out the provision of combined 4.6ha of public open space to meet the requirements of Local Plan policies ENV1 and CS7 in respect of Alternative Natural Recreational Greenspace (ANRG) and informal Public Open Space (POS).

The planning application is supported by a ANRG & POS strategy masterplan (Deacon Design rev A received 11/11/24) demonstrating how the green infrastructure on site is divided between ANRG and POS.

The outline planning permission considered, in respect of the provision of ANRG on site, that the Land Use parameter plan proposed a layout of spaces that was sufficiently close to the dimensional criteria set out in the Mitigation Strategy for European Sites SPD to achieve the fundamental aim of delivering an attractive useable space to reduce recreational pressure on sensitive natural open space in the New Forest.

These principles have been carried forward in the layout of the ANRG space shown on the Landscape Framework plans (Deacon Design rev E and F received 06/10/25 and 24/11/25). Those parts of the site to be landscaped as ANRG are considered to introduce a variety in style and form of planting that will provide usable and attractive spaces for residents to use and at a scale, with walking distance consistently through open space to be a positive alternative to similar opportunities nearby in the New Forest.

The POS has a more simple landscape design, relying primarily on flowering lawn/meadow for the majority of its area. However, it provides two important roles, ensuring an attractive buffer along the east edge of the site to separate the built form from the adjoining RNAD conservation area, and maintain a landscape setting for the existing PROW outside the application site parallel to the east boundary.

Condition 6 of the outline planning application required any reserved matter application for Landscape to include details of the design, layout and type of equipment to be provided. This planning application is supported by detailed play area design plan (Deacon Design rev C received 24/11/25), that includes details of the proposed equipment and their layout. The location is consistent with that considered appropriate by the outline planning permission. Changes have been made to the landscape and topography of the surrounding ground, to improve the

quality of the play experience, ensure a degree of passive surveillance from the nearest houses and accessibility.

The design includes equipment and landscape features such as boulders, slopes and amenity lawn to support formal and informal explorative play by children. It also includes equipment suitable for users with restricted mobility or in wheelchairs. Picnic benches, benches and bins are also included. This is considered to a positive feature of the open space provision by the planning application. The planning application proposes the surface treatment around the play equipment to be tiger mulch safety surface, resolving the concerns of the NFDC Environmental Design officer regarding maintenance.

The representation received from MPC raises concerns that the play ground should accommodate equipment for all ages of children to avoid anti-social behaviour. Whilst there is no age limit on who can use the play ground, the range and size of equipment proposed is directed to children under the age of 13 years old. It is considered that including equipment designed for older children would reduce the benefit of the play ground for all age groups by diluting the range and variety of play that would erode its attractiveness and duration of play. Older children will have improved access to existing built facilities at Marchwood skate park.

Scrub planting and hedges provide a degree of containment and enclosure but allow play to spill beyond the immediate 'play area' into the open spaces around it. Whilst paths through the wider open space pass the play area towards one of the estate roads, any child leaving the play area would have to undertake a significant change in direction to approach the road. As such the lack of gated enclosure to the playground is not considered to be unacceptable.

The design, layout and equipment proposed in the play space are to the satisfaction of the NFDC Open Space officer. As such it is considered that condition 6 of the outline planning permission has been complied with.

Further play opportunities are available across the remaining green open space on the planning application site. Additional logs are shown for natural play and could be used by older children or teenagers. The ANRG spaces could readily be used for informal group sports such as football, although to be shared with other informal recreation and dog walking.

As such, the submitted ANRG & POS strategy masterplan, Landscape Framework plan and detailed play area design plan are considered to set out a suitable design for the public open space in line with Local Plan Policies ENV3, ENV4 and CS7.

(g) Biodiversity Net Gain (BNG) and Ecology.

The outline planning permission was conditional (No.18) on 10% BNG being achieved. A BNG metric has been submitted as a separate application to discharge the condition, based on the habitats that the landscape proposals shown on the supporting Landscape framework plans (Deacon Design rev E and F received 06/10/25 and 24/11/25) will deliver. Achieving 10% BNG on site is considered a positive benefit of these landscape proposals.

In their representation MPC raise concerns that insufficient information is available to demonstrate sufficient ecological investigation has been undertaken. No species of nature conservation interest were identified on the site by the outline planning permission so as to constrain development of the land. The outline planning permission was conditional (no.7) on the existing ecology surveys being updated before the commencement of development. Those surveys have been undertaken

and submitted under separate application to discharge that condition. The NFDC Ecology officer has accepted the revised ecology surveys and the condition has been discharged.

As such, subject to conditions, it is considered that the planning application proposes a landscape scheme that will present an attractive, safe and pleasant public environment for residents in accordance with Local Plan policies SS3, ENV1, ENV3, ENV4, CS7 and NPPF paragraphs 135 and 136.

ii) **Site Layout**

Policy ENV3 of the Local Plan states that development should contribute positively to local distinctiveness, quality of life and enhance the character and identity of the locality by creating buildings, streets, places and spaces that are functional, appropriate in appearance and attractive. New development should be accessible for those with different needs with realistic levels of car parking, and attractive and appropriate green spaces.

Strategic Site policy SS3 includes two key requirements for the layout of development:

The masterplanning objectives for the site as illustrated in the Concept Master Plan are to deliver a high quality new residential area of Marchwood by:

- a. Providing a well-designed development that responds positively to the waterside location and provides protection from future sea level rise whilst also ensuring that the scale, form, siting and materials of the development conserve and enhance the heritage and setting of the Royal Naval Armaments Depot Conservation Area, including its listed buildings and walls.
- c. Creating a strong settlement edge with a clear distinction between formally designed streets, courtyards and spaces and natural recreational greenspace.

The Land Use parameter plan supporting the Outline planning permission defines where on the site the built form will be located, with the remainder given over to open space and drainage infrastructure. In response to the combined constraints of pipelines crossing the site, odour levels from Slowhill Copse Wasterwater Treatment Works, overhead electricity cables, flood zones and the RNAD conservation area, two distinct development parcels are defined, one to the south of the site and one following the east edge of the site extending close to the north boundary of the site. The two parcels are separated by green infrastructure in which drainage infrastructure will be provided, across which a road and footpaths will link the two development parcels.

The Outline planning permission was supported by parameter plans that included illustrative layouts of how 150 dwellings could be delivered. These illustrative details were not assessed as part of the outline planning application. However, the Design and Access statement supporting that outline application, indicated that the illustrative layout was influenced by the arrangement of built form of the residential development in the adjoining RNAD conservation area. The layout now under consideration has continued to rely on that context as a significant factor influencing the proposed site layout.

The Outline application Committee Report also set out that the built density is approximately 36 dwellings per hectare (dph) and this is reflected in this Reserved Matters application.

i. Pattern of streets

The only fixed point for the layout of the proposed development from the Outline planning permission is the siting of the vehicular and pedestrian access to the site from Admiralty Way. As the only means of vehicular access to the site, the proposed layout as shown on the supporting site layout plan (JPA rev P04 received 03/10/25) extends a primary road into the southern development parcel, before it turns in a northerly direction to cross an area of open space, entering the northern development parcel, extending to the northern edge of the area for built development. Where the road, linking the two distinct parcels, crosses the open space it falls within the area reserved for such a form of built development by the Land Use parameter plan approved by the outline planning permission.

From that primary road, secondary side roads would provide access to the majority of the dwellings. The roads have been designed and laid out in a relatively formal grid pattern that takes influence from a similar layout on the adjoining residential estate on the RNAD site.

The alignment of the residential perimeter blocks on that grid of roads, as shown on the supporting site layout plan (JPA rev P04 received 03/10/25), have been laid out to frame views along their length and in the case of the block of flats located in the centre of the proposed layout, narrows views with its stepped shape to shield the base of the electricity pylon, positively addressing a concern raised by the Environmental Design officer comments.

Furthermore, to address concerns raised by the Environmental Design officer, the pattern of roads and residential perimeter blocks has been positively designed to create the appearance of a courtyard style of development. Walls with railings have been positioned at the end of roads, which with the position of buildings encloses views in and out of the spaces. This design achieves the courtyard style described by masterplanning objective c. of Local Plan policy SS3.

The pattern of roads provides a network of joined up roads throughout and around the edge of the area of built development. This ensures that dwellings face outwards across the open spaces around the edge of the area of built development. As such a clear distinction is achieved between the built-up area and the ANRG on the west side of the planning application site.

In their representation MPC consider the layout of the planning application is cramped and overdeveloped. Paragraph 129 of the NPPF requires support for development that makes efficient use of land, taking account of:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

It is considered that in the absence of being able to demonstrate a five-year supply of land for housing, criterion a) is very significant. The outline planning permission secured positive benefits for sustainable travel by the provision of new cycleways and improvements for pedestrians in the area. As a site allocated for residential-led development change, as set out by criterion d), is accepted and taken as a whole the planning application is considered to comply with criterion e).

The density is not out of scale with that of the adjoining RNAD site, and extensive landscape planting is provided for throughout the area of built development.

Revisions to the layout of the planning application to address concerns raised by the Environmental Design officer are considered to deliver a scheme that is not cramped or overdeveloped but makes efficient use of land in line with NPPF paragraph 129. Moreover, NPPF paragraph 130 is clear that where there is an existing shortage of land for meeting identified housing need - such as New Forest District - it is especially important that planning decisions avoid homes being built at low densities.

This is acknowledged in the Councils published Housing Action Plan that recognises that optimised use of the allocated strategic sites is ensured.

As such, it is considered that the proposed street pattern suitably addresses the locational context in line with Local Plan Policy SS3 criterion (ii)(c) which seeks formally designed streets, the requirement in Local Plan Policy ENV3 criterion (i) to create streets and spaces sympathetic to the environment and the need for effective and efficient use of limited land resources in line with NPPF paragraph 129 and 130.

ii. Public rights of way (PROW)

There is a PROW parallel to, but outside, the east edge of the planning application site (Footpath Marchwood 501). The PROW provides access for pedestrians between Admiralty Way and the River Test waterside. The outline planning permission has secured a financial contribution towards improving the surface of the path.

However, there is a point close to the northern end of its route where existing mature trees obstruct the route. The outline planning permission was conditional (No.9 of 22/10449) on details of an extension to the PROW, passing through the planning application site, being incorporated in the design of the proposed landscape to be considered by a Reserved Matters application.

Provision for a footpath, to appropriate dimensions, to allow users to navigate around the trees has been included in the design of the proposed landscape, as indicated by the supporting landscape framework plans (Deacon Design rev E and F received 06/10/25 and 24/11/25). This is not intended to legally divert or replace the PROW and no such application is expected to be made under either Highways or Planning Acts but provides an alternative option to the route of the PROW to improve accessibility, most particularly, for users with mobility restrictions or with buggies/prams.

The planning application, as shown on the supporting landscape framework plans, includes additional footpaths through the open space on site that link to the PROW to provide convenient access for residents to use the PROW.

As such condition 9 of the outline planning permission has been complied with and enhancements for users of the PROW have been secured.

As such, the proposal suitably addresses public rights of way.

iii. Car and cycle parking.

Local Plan policy ENV3 requires that development

iv. Integrates sufficient car and cycle parking spaces so that realistic needs are met in a manner that is not prejudicial to the character and quality of the street, highway safety, emergency or service access or to pedestrian convenience and comfort.

The planning application is supported by a Parking and Bins Site Layout plan (JPA rev P04 received 03/10/25), demonstrating where parking will be provided. Parking will be provided through a combination of on-plot and shared unallocated parking. The adopted Parking Standards SPD sets ratios for both approaches to the provision of parking.

The planning application proposes 301 vehicular parking spaces for use by residents, with an additional 16 spaces to be available for visitors.

The supporting Parking and Bins layout plan indicates that 50 of the proposed houses will have allocated parking. In most cases the proposed layout provides those houses with driveways and their parking is provided within the residential curtilage.

193 unallocated parking spaces are available to the 100 houses and flats that do not have driveways. Based on the Site layout - bedroom plan (JPA rev P05 received 03/10/25) those dwellings need 167 parking spaces to be in accordance with the NFDC Parking Standards SPD.

It is acknowledged that where parking is allocated to an individual dwelling the adopted Parking Standards are not met in the case of every dwelling. Such as three-bed houses being provided with 2 on-plot parking spaces, not in accordance with the 2.5 spaces required by the adopted Parking Standards SPD. However, the residents of those houses could make use of shared unallocated parking should they require additional parking.

It is considered that the level and approach to the provision of parking will meet the parking needs of the planning application and makes efficient use of the land available for built development on the planning application site and provides flexibility to meet the parking needs of residents across the entire site. Whilst the comments of MPC regarding other residential environments in Marchwood are noted, it is considered that this planning application is in accordance with the adopted parking standards.

As set out on the supporting Site layout plan (JPA rev P04 received 03/10/25) places all of the parking in public realm locations or on-plot where it is readily overlooked with passive surveillance and allows for a perimeter block residential layout with rear gardens backing on to one another safely.

Furthermore, as demonstrated by the tracking plans (GTA Civils received 03/10/25) the parking layout does not prejudice the ability of large vehicles, including fire tenders, from manoeuvring safely through the proposed layout as required by Local Plan policy ENV criterion iv.

The supporting Site Layout plan (JPA rev P04 received 03/10/25) includes details of paths throughout the built development and open space. Within the area of residential built development, where parking is provided along the edges of roads, a

dedicated pavement is provided for pedestrians, separating them from vehicles manoeuvring in and out of parking spaces. These pavements are connected throughout the site, providing level access where they cross roads at the main junctions between the primary and secondary side roads and link with paths extending into the open space. This ensures that the parking layout preserves the safety and convenience of pedestrians in accordance with Local Plan policy ENV3 criterion iv.

Space is provided within the ground floor of each block of flats for storing bikes. However, no details of racks and therefore numbers of spaces have been indicated. Nor have any racks been indicated outside the buildings for visitors travelling by bike. It is considered reasonable to impose a condition to secure details of the style and numbers of racks.

Furthermore, no provision has been made to accommodate bikes within the curtilage of the houses. Whilst residents may not choose to own bikes or be satisfied to make provision for storage facilities upon occupying a new house. As there are no garages proposed to be provided as part of the parking proposals, in order to deliver a sustainable development and encourage active forms of travel it is considered important that storage facilities are provided within each residential plot from the outset. A suitably worded condition could secure provision of storage details and delivery prior to occupation of each house.

Appropriately worded conditions will be included in the recommendation.

Therefore, subject to conditions, the scheme makes appropriate, safe and sufficient provision of vehicular parking and cycle storage to meet the adopted Parking Standards SPD, and demonstrates the layout is suitable for larger vehicles. As such the proposal accords with Local Plan Policies ENV3 criterion iv. and CCC2 criterion iv.

iv. Housing Mix

Local Plan Policy HOU1 sets out that the strategy is to ensure all residential developments help to address the diversity of housing needs of local people at all stages of life by providing a mix and choice of homes by type, size, tenure and cost.

Local Plan Policy HOU2 sets out a requirement for all new developments of 11 units or more to provide affordable housing.

Whilst the outline planning permission secured the maximum number of residential units, the precise number, their arrangement and size mix were not provided in detail. As such outline planning permission condition number 19 imposed a requirement that the housing mix closely followed that set out by figure 6.1 of the Local Plan part 1, in order to meet identified housing needs.

The supporting proposed site layout plan (JPA rev P04 received 03/10/25) demonstrates delivery of 150 dwellings, the maximum allowed for by the outline planning permission. The housing mix proposed is set out in the table below, with the size range advocated by figure 6.1 of the Local Plan part 1, for private market homes.

	1-2 bedroom	3 bedroom	4 bedroom
NFDC Local Plan part 1: fig 6.1 range	30% - 40%	40% - 45%	20% - 25%
Planning Application %	41%	40%	19%

The house size mix proposed by the detailed application for the private homes very closely matches the district wide housing needs identified by the Local Plan. The Housing tenure site layout plan demonstrates the range in housing typologies that will be available, including flats in a block, flats above carports, maisonettes, terraced, semi-detached and detached houses.

Furthermore, the S.106 Legal Agreement secured 35% of the total number of dwellings as affordable housing and secured the following size and tenure mix range to be delivered.

Unit type	1 Bedroom	2 Bedroom	3 Bedroom	4 and 4+ Bedroom
Shared Ownership (30%)	55% - 65%		30% - 35%	5% - 10%
Affordable Rented Housing (35%)	30% - 35%	30% - 35%	25% - 30%	5% - 10%
Social Rented Housing (35%)	30% - 35%	30% - 35%	25% - 30%	5% - 10%

53 dwellings (35%) will be delivered in affordable housing tenures. The Housing tenure site layout plan (JPA rev P04 received 03/10/25) proposes the following size and tenure mix.

Unit type	1 bedroom	2 bedroom	3 bedroom	4 bedroom
Shared Ownership (16 units)	63% (10 units)		31% (5 units)	6% (1 unit)
Affordable rented housing (18 units)	33% (6 units)	33% (6 units)	27% (5 Units)	5% (1 unit)
Social rented housing (19 units)	31% (6 units)	37% (7 units)	26% (5 units)	5% (1 unit)

The Housing tenure site layout plan (JPA rev P04 received 03/10/25) indicates the distribution of the affordable tenures across the proposed layout. The affordable dwellings are distributed across the entire site and includes complete occupation of two of the flatted blocks and a range of detached, semi-detached and terraced dwellings, providing a range of house types to provide choice for residents in need of affordable housing.

Whilst the distribution is not entirely pepper-potted across the site, there are operational maintenance benefits to Registered Providers in clustering affordable tenures together in neighbouring houses and in terraces.

The submitted housetype pack (JPA rev v5 received 17/11/25) providing details of the elevation design of the dwellings and flatted blocks does not include any significant variation in design for the buildings identified to be made available as affordable tenures.

It is therefore considered that the mix of private and affordable tenures matches the requirements of Local Plan policies HOU1 and HOU2 and the associated S.106. The proposed distribution and design ensure the affordable housing is indistinguishable from the market housing in accordance with criterion iv. of Local Plan policy HOU2.

v. On-site highway safety.

In order to ensure the pattern of streets, described above, provide safe routes for users and comfortable places to live they have been subject to extensive review by HCC Highway officers. The principal aspect is ensuring the design discourages vehicle speeds and sufficient visibility at junctions is achieved for all users. Whilst the layout of the planning application has sought to restrict road widths and excessive visibility splays to encourage a cautious approach to manoeuvring, physical interventions have been included along the primary north-south estate road to change the appearance of an engineered road to a route passing through residential courtyards, through the use of raised tables at junctions, changes in surface materials, streetside trees and walls.

The planning application is supported by a highway layout plan (GTA civils rev P10 received 17/11/25) which demonstrates, to the satisfaction of the HCC Highway officer, that sufficient junction visibility and forward visibility at road corners can be achieved.

The design of the roads, incorporating the above described features of the built development and road design and site landscaping, shown on highway layout plan (GTA Civils rev P10) and Landscape Framework plan (Deacon Design rev F received 24/11/25) is considered, to the satisfaction of the HCC Highway officer, to discourage speeds along the north-south primary route that would compromise highway and pedestrian safety. This addresses the concerns raised by MPC.

Tracking plans for a refuse vehicle, fire tender, delivery van and private motor car have been provided in support of the planning application. These demonstrate, to the satisfaction of the HCC Highway officer, that such vehicles can navigate through the site safely. In the case of delivery vans and motor cars, the vehicles considered most likely to travel through the site, the plans show they can satisfactorily pass each other throughout the site.

However, the HCC Highway officer has commented that where a refuse vehicle and motor car meet on the roads at the edge of the built area there are sections where they cannot pass. As indicated on the site layout plan (JPA rev P04 received 03/10/25) the roads through the built area connect up, with only one cul-de-sac in the south corner. As such any motor vehicles approaching a refuse vehicle have the option to take an alternative route. Furthermore, the refuse vehicle is unlikely to visit the site more than once a week, as such the risk of a conflict being unsafe, causing congestion or occurring regularly is low.

The second comment from the HCC Highway officer regarding the width of a pavement in front of dwelling numbers 15, 29-31 as shown on the site layout plan (JPA rev P04 received 03/10/25) being less than 2.0m wide. This path serves these four dwellings. However, a wider path is positioned on the north side of the same road, which continues in to the open space to the west of the area of built development. It is considered that pedestrians will not be forced to walk in an unsafe environment given the network of paths across the area of built development.

The planning application is supported by a Road Safety Audit (RSA) (M&S Traffic received 09/09/25) and an RSA addendum (received 17/11/25). The HCC Highway

officer considers that the matters raised by the independent assessor have been resolved by revisions to the planning application shown on the Site Layout Plan, Highway layout plan and tracking plans. This also addresses the concern raised by MPC regarding the absence of an RSA.

The applicant has indicated they do not intend to make the roads and paths on site available to HCC for adoption. Whilst MPC object to this stance, the applicant can not be compelled to offer the routes on-site for adoption. The outline planning permission is accompanied by a S.106 planning legal agreement that requires future maintenance of the open space. As such this concern does not render the planning application unacceptable.

The representation from the HCC Highways officer requests the imposition of two conditions to ensure delivery and maintenance of visibility splays, and provision of parking and manoeuvring spaces prior to occupation of the relevant dwellings. Both conditions are considered to be necessary and will be added to the recommendation.

As such, subject to conditions, it is considered that the planning application makes provision of a safe environment for pedestrians and motorists, in accordance with Local Plan policies CCC2 criteria (i) and (vi) and ENV3 criteria (iii) and (iv) and NPPF paragraphs 115 criterion (b) and 116.

vi. Refuse collection.

The houses will be expected to store bins within their respective residential curtilage and mid-terrace houses have external access to their rear gardens. The three-storey flatted blocks have bin storage space incorporated within the buildings to store the large communal bins to be provided in accordance with the NFDC waste collection regime. As such provision is made for the storage of bins away from the public realm, in safe and secure locations, preserving the quality of the residential environment.

The NFDC Waste Collection officer was consulted on the planning application. However, no comments were received.

To the satisfaction of the HCC Highway officer the supporting Site Parking and Bins layout plan (Rev P04 received 03/10/25) and the Refuse vehicle tracking plan (rev P08 received 17/11/25) demonstrates that a refuse vehicle can safely navigate throughout the proposed layout, to service the dwellings, flats and designated bin collection points. Being able to route the refuse vehicle throughout the entire site limits reliance on communal bin collection points and the need for residents or collection operatives to drag bins excessive distances.

As such it is considered that the planning application makes adequate provision for bin storage and collection, whilst preserving the appearance of the site.

The representation received from MPC concludes that insufficient information was available in order to make an informed decision in some aspects of the layout of the site. As described throughout this part of the assessment of the planning application, extensive plans of the layout of the built development and road design and the design of the landscape and open spaces have been submitted in support of the planning application. It has been possible to undertake a detailed assessment to arrive at a recommendation.

As such, subject to conditions, it is considered that the planning application proposes a layout that will be safe for residents and other road users, have attractive streets, makes effective and efficient use of land, accommodate refuse servicing needs and incorporate affordable housing in a manner that will create an attractive residential

character in accordance with Local Plan policies SS3, ENV3, CCC2 HOU1, HOU2 and NPPF paragraphs 115, 116, 129, 130 and 135.

iii) Scale and Appearance

Local Plan Policy ENV3 requires buildings to be high quality design and demonstrate that they are functional, appropriate and attractive, creating buildings, streets and spaces which are sympathetic to the environment and their context in terms of layout including height, appearance and density.

The outline planning permission included a housing and green infrastructure parameter plan and illustrative site sections. However, these did not set any limits on the scale of buildings that could be considered acceptable, allowing for flexibility in the design and appearance of the buildings to be considered on their merits at submission of reserved matter applications.

i. Height of buildings.

As set out on the supporting Building heights layout plan (JPA rev P04 received 03/10/25) the planning application proposes predominately traditional sized two storey houses for the majority of the site. There are also two blocks of two storey maisonettes and three blocks of three storey flats.

It is considered that the heights of the various buildings are entirely consistent with the context of suburban residential development in Marchwood. For example, there are three-storey modern townhouses on Admiralty Way on the adjacent RNAD site.

The three storey blocks of flats have a vertical emphasis to their design through the use of articulation and materials on the elevations. As indicated on the supporting site layout plan (JPA rev P04 received 03/10/25) the flats are not positioned immediately adjacent to the two storey houses. As such the additional height and different roof forms on different residential typologies do not result in an incongruous streetscene.

As such the proposed height of buildings accords with Local Plan policy ENV3 criterion (i).

ii. Massing and scale.

As set out, the submitted housetype plans (JPA rev v5 received 17/11/25) includes standard suburban housing typologies including two-storey terraced and semi-detached houses and flatted blocks up to three storeys.

Where buildings are located at corners, prominent positions or atypical shaped plots, the shape and massing of the building has been specifically designed to contribute positively to place making, way marking and ensure the building fits the plot. This latter point is most particularly relevant to the maisonette and Flat over Garage (FoG) buildings and allows the proposal to make efficient use of the site and maintain the active frontage perimeter block layout.

Essentially, these are considered to be an acceptable design response to a complex context which includes a modern housing development that itself is a Conservation Area to the east and an industrial townscape to the west.

As such, the proposed massing and scale of buildings accords with Local Plan Policy ENV3 criterion (i) and NPPF paragraph 135 criterion (e).

iii. Appearance.

Local Plan policy ENV3 sets out that all development should achieve high quality design that contributes positively to local distinctiveness, quality of life and enhances the character and identity of the locality by creating buildings, streets, places and spaces that are functional, appropriate and attractive.

The planning application is supported by a Housetypes pack (JPA rev v5 received 17/11/25) that includes feature houses for prominent positions at corners and junctions, that make use of projecting materials, window detailing and multi pitched roof forms to enhance their visual presence. There is a consistency in the architectural style and appearance of the majority of the houses and whilst richness and detailing is limited, they have a collective simplicity that is enhanced by the feature buildings.

With respect to the appearance of the blocks of flats. The two storey blocks follow the design, scale and proportions of the houses. The larger three storey blocks have a different architectural style, with flat roofs and a vertical emphasis to window and material detailing and are set within in their own landscape with associated parking areas.

The design of the blocks of flats, inclusion and design of the feature buildings, shown on the plans to be included in support of the recommendation, respond to concerns raised by the Environmental Design officer.

Like the many other modern residential estate developments around Marchwood, the planning application will have a collective and cohesive design and character. It is considered that there is not a unique distinctive design across the built-up area of the parish that the planning application should refer to or replicate. As such, whilst the concerns of MPC may not be resolved, they are not considered to weigh against the planning application.

A detailed schedule of materials has not been provided in support of the planning application. It is clear from the housetypes pack that there will be a mix of timber cladding, brick and render on the variety of buildings. However, a condition can be used to secure precise details of the materials to be used. Such a condition will be included in the recommendation.

As such the proposed appearance of buildings accords with Local Plan policy ENV3 criterion (i).

iv. Heritage.

The residential site adjoining the planning application to the east, is designated as the Royal Naval Armaments Depot Conservation Area (RNAD). Several original buildings were retained and converted when the site was developed for housing. Some of which are Listed Buildings. In addition, there are Listed walls and structures. The brick wall that extends around the boundary of the RNAD site is not listed. However, it is a significant feature of the conservation area and should be considered as a non-designated heritage asset.

The outline planning permission concluded that no harm to the setting, features of special architectural or historic interest of the listed buildings and structures would occur. However, it did conclude that less than substantial harm was caused to the significance of the RNAD conservation area due to the loss of the open space, considered by the NFDC Conservation officer, to act as a buffer in event of explosion

in the munition's stores. Upon application of the heritage balance, as directed by paragraph 215 of the NPPF and Local Plan policy DM1 such harm was considered to be outweighed by the public benefits of the planning application.

In respect to this reserved matter application the NFDC Conservation officer considers that the design, appearance, massing, landscaping and layout causes less than substantial harm to the setting of the designated heritage asset, in this case the RNAD conservation area. As such, the proposal is identified as a minor harm in terms of the overall planning balance.

As described above, the layout of the planning application takes influence from the layout of roads and buildings within the RNAD conservation area. In accordance with the Outline Planning Permission Land Use parameter plan, the proposed built form is separated from the boundary wall of the RNAD by open space.

Due to the scale and presence of the boundary wall along the edge of the RNAD conservation area, there is no direct route between spaces in the conservation area and those in the planning application. Furthermore, there is clear definition to the extent of the RNAD conservation area because of the containment afforded by the boundary wall, as such the contrast in the appearance of the buildings inside and outside the conservation area does not erode the character and appearance of the built form within the heritage asset.

It is considered that the scale and appearance of the dwellings subject to this planning application will not have any greater or lesser effect on the contribution of the open space, subject to these proposals, to the significance of the designated heritage asset, than has already been considered to be outweighed by the public benefits in granting outline planning permission.

As such, subject to conditions, it is considered that the scale and appearance of the planning application will preserve the significance of the RNAD conservation area and provide an attractive residential environment in accordance with Local Plan policies ENV3, SS3 and DM1.

C) Residential Amenity and Noise Nuisance

Local Plan policy ENV3 at paragraph (ii) requires development, to avoid unacceptable effects by reason of visual intrusion, overbearing, overlooking, shading, noise and light pollution.

Local Plan policy CCC1 sets out the health and safety of communities should not be prejudiced by pollution or hazards.

i. Residential Amenity.

The outline planning permission recognised that some existing residents on Quayside Walk to the east of the planning application site may experience effects on their amenity. The approved Land Use parameter plan provided a 17m separation from the area for built development to the nearest residential neighbours.

As described above the detailed Site Layout plan supporting this Reserved Matters application presents the arrangement of houses across the site, consistent with the Land Use parameter plan. The planning application locates the proposed houses at least 25m away from the boundary of residential plots to the east in Quayside Walk, and greater separation to the houses on those plots. Furthermore, in most cases any views from the front windows of the proposed dwellings will be filtered by mature trees along the Public Right of Way following the east edge of the planning application site.

In order to protect the proposed houses from the identified flood risk, the planning application raises ground levels by up to 2m, on which the homes will be built. This could allow for views from ground floor windows and the public realm outside the homes on the planning application site. However, even at the elevated position, it is considered that the separation distance, density of tree crowns and most particularly the large boundary wall enclosing the RNAD conservation area, behind which the neighbouring houses are located, the planning application will not give rise to unacceptable impacts on privacy to be detrimental to the amenity of neighbours.

Residents of the existing neighbouring dwellings in the RNAD are likely to be able to see the proposed houses. However, the aforementioned separation distances, trees and boundary wall will interrupt the views and avoid any detrimental effects on outlook. Furthermore, being to the west of the existing houses, any shading cast by the proposed houses would only occur at the end of the day for a short period in the middle of summer and would not have an unacceptable effect on the amenity of the residents.

The planning application will give rise to additional noise and lighting associated with any normal suburban residential environment. It is considered that these effects will not be out of character or scale with the general residential comings and goings that already occurs in the area, as such will not have an unacceptable impact on the amenity of the occupiers of the existing houses.

As indicated on the supporting site layout plan it is considered that the planning application proposes acceptable amenity for residents of the proposed houses, in respect of avoiding unacceptable effects from visual intrusion, overlooking, overbearing and shading. Views between houses will be possible and shade will be cast across gardens at times throughout the day. However, not to the extent that would be unreasonable or compromise the amenity of residents.

Furthermore, as described above in consideration of the layout of the planning application, the larger flatted blocks are separated from the houses by roads, parking and their own landscape setting. As such they would not give rise to overbearing and shading effects or restrict outlook, of the occupiers of the proposed houses, to the extent of being detrimental to residential amenity.

The Local Plan does not include any standards for the provision of private amenity garden space. NPPF paragraph 135 encourages decisions to ensure developments, *inter alia*:

- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

As indicated on the supporting site layout plan the planning application provides all of the houses with rear gardens of at least 10m depth. The width of the garden is determined by the size of the house, as such larger houses on wider plots have larger gardens, therefore commensurate with their reasonable needs. Furthermore, rear gardens are generally enclosed by other rear gardens and the planning application does not include parking courtyards located behind or between rear gardens, as such the rear gardens will not be affected by multiple vehicles manoeuvring immediately behind the garden enclosure.

The flatted blocks would have communal grounds around them and as indicated in the supporting housetype design pack each first and second floor flat in the flatted blocks will have a balcony, providing the occupier with private amenity space.

Coupled with the provision of circa 5ha of open space and children's play on the planning application site, as well as improved public footpaths and access to waterside routes it is considered that residents of the planning application will enjoy a high standard of amenity, entirely sufficient to meet their reasonable needs.

As such it is considered that the amenity of existing residents will not be unacceptably affected, and that sufficient amenity will be achieved for residents of the planning application, in accordance with Local Plan policy ENV3 criterion ii.

ii. Noise nuisance.

In addition to the above referenced policies, the site-specific Local Plan policy SS3, includes the following site specific consideration at criteria iii.

- c. Design or other appropriate measures in any new development to minimise and mitigate the effects of potential noise and light impacts generated by the Port of Southampton on residential amenities.

In response to the consultation response received from the NFDC Environmental Health officer (EHO) and the representation received from the operators of the Port of Southampton the outline planning permission was conditional on further assessment of the potential risk of noise from vehicles on Normandy Way and the general operation of the port being undertaken in order to influence the detailed design of the reserved matter applications for layout and appearance, or identify if any mitigation was required and how it could be delivered. Condition 17 of the outline planning permission requires:

Any application for the Reserved Matter of Layout shall be accompanied by a stage 2 noise impact assessment, in accordance with ProPG, with evidence to demonstrate how the findings of the assessment have informed the layout and details of any mitigation required.

This reserved matters application is supported by a noise impact assessment (NIA) (SLR Consulting rec'd 17/12/24).

With respect to the potential for vehicle movements along Normandy Way to give rise to noise levels considered to be detrimental to residential amenity, the noise impact assessment concludes that standard thermal double glazing will be sufficient in normal conditions. However, consideration of overheating may conclude mechanical ventilation will be required for a small number of houses along the southern edge of the planning application, closest to Normandy Way, in order to maintain reasonable internal noise levels. This is considered acceptable to the NFDC EHO.

The NIA, submitted to satisfy condition 17 of the outline planning permission and support the Reserved Matters application did not assess the noise from the port of Southampton and its potential to have an impact on the amenity of the occupiers of the planning application.

However, the outline planning permission was supported by an initial noise assessment, that did include reference to the risk of noise from the port of Southampton to be a nuisance. In the absence of detailed designs of the layout of the planning application it was not possible to conclude that harm would occur or if mitigation was necessary.

In response to the objections received from the operators of the port of Southampton, DP world and Associated British Ports (ABP), the applicant produced a Noise Technical Memorandum (NTM) (SLR received 24/06/25). The report addresses the principal concerns of the objectors, that stem from the 'Agent of Change' principle. Set out at paragraph 200 of the NPPF, it states:

Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

In this case, the port of Southampton operates at noise levels for durations and times of day that could have an adverse effect on the new residential development proposed by the planning application.

The NTM is supported by additional surveys of noise specifically from the port of Southampton, that did not identify noise levels significantly different from those recorded by the surveys supporting the outline planning permission.

The operators of the port raise concerns that the surveys were not undertaken during worst case scenarios and that louder events could take place, wind direction could be less favourable and there have been more complaints to them directly, from existing Marchwood residents, than reported to the Council's Environmental Health officers.

The NFDC Environmental Health officer has considered the case presented by the operators of the port of Southampton and the NTM presented by the applicant and makes the following assessment.

- Complaint history.

DP World reported 78 complaints regarding noise have been received since 2019. However, these were not substantiated with acoustic data or reported to NFDC. Recognising that some cases were directly linked to individual ships, DP World has approached individual ship operators to encourage repairs and enhanced maintenance. However, it is not clear what other mitigation measures have been considered or employed, in response to complaints received.

- Survey duration.

It has been suggested that surveys have not captured atypical conditions, such as northerly winds and problematic ships. However, it is not considered reasonable to expect surveys to include atypical scenarios. Such factors are unpredictable, transient and unlikely to occur for significant durations. As such it is difficult to monitor them as well as conclude that they would be harmful.

- Dominance of Port Noise.

The submitted noise monitoring data identified operational port noise, including the visiting vessels, could have a significant adverse impact at the development site, with low-frequency noise being particularly prominent, with engine noise from one or more visiting vessels observed to dominate the ambient sound climate at times, a finding supported by visits to the planning application site by the NFDC Environmental Health officer.

In conclusion it has been found by the noise consultant that vessel noise can, at times, dominate the local sound environment, a situation experienced by the NFDC Environmental Health officer. However, the NFDC Environmental Health officer considers that the extent and frequency is inherently difficult to quantify but when present is likely to exceed internal noise criteria for nearby dwellings, both during the day and night.

As described above in consideration of the layout of the proposed housing there are positive reasons why the layout of the planning application has not been designed in order to prevent noise having an effect on amenity. However, such an impact is capable of being mitigated for through use of enhanced glazing specifications and mechanical ventilation systems to preserve the amenity of residents. Details of such measures are secured by way of a condition included in this recommendation.

The assessment and information provided satisfies Condition 17 of the outline planning permission. Furthermore, subject to mitigation, the NFDC Environmental Health officer does not consider there will be an unacceptable effect on the amenity of residents of the planning application from port related noise. As such it is considered the concerns of MPC on this matter have been addressed.

Therefore, the planning application is in accordance with Local Plan policies ENV3 criterion ii. and SS3 criterion iii.c.

D) Drainage and Flood Risk

Local plan policy CCC1 seeks to ensure that development does not result in hazards that prejudice the health and safety of communities and the environment and also take opportunities to address existing hazards. It confirms that in areas of flooding, vulnerable development will not be permitted unless in accordance with the sequential and exceptions test. Paragraph 8.12 confirms that the Council will apply national policy as set out in chapter 14 of the NPPF (Meeting the challenge of climate change, flooding and coastal change).

Local Plan policy SS3 criteria iii) Site specific considerations to be addressed by a planning application include,

- e. Wherever possible, development should be directed to Flood Zone 1 and will only be considered within Flood Zones 2 or 3 where it is possible to mitigate flood risk. Preparation of a detailed site-specific Flood Risk Assessment will be required to demonstrate how the proposed development will be made safe over its lifetime.

The outline planning permission was supported in principle by flood and drainage strategies to the satisfaction of HCC Surface Water Drainage officers and the Environment Agency, subject to detailed technical designs for flood compensation areas and drainage infrastructure being provided.

Condition 5 of the outline planning permission required submission of such a detailed drainage strategy to accompany this Reserved Matter application, in order that the housing layout and extent of impermeable surfaces and buildings can be calculated and inform the layout and scale of drainage infrastructure. As described above in consideration of the landscape and layout of the planning application, the surface water drainage strategy relies on a network of swales, rain gardens, ditches, pipes, attenuation basins and soakaways to dispose of surface water from the area of built development.

This surface water drainage design is described in detail in the supporting Drainage Statement (GTA Civils received 05/08/25), Site Drainage layout sheets 1-3 (GTA Civils received 06/10/25) and a Drainage technical note (GTA Civils received 31/10/25). The strategy broadly accords with the principles established by the outline planning permission and has introduced swales and rain gardens to provide additional sustainable drainage as described in the Design and Access Statement submitted to support the outline planning permission.

Whilst the NFDC Environmental Design officer has concerns regarding the aesthetic design of the attenuation basins, assessed above, the HCC Surface Water Drainage officer is content that the planning application demonstrates sufficient storage capacity, with allowance for urban creep and climate change, is provided for the scale and layout of the planning application.

However, the details of ground permeability provided have not, to the satisfaction of the HCC Surface Water Drainage officers, demonstrated that condition 5 of the outline planning permission can be discharged at this time.

Additional details of the proposed drainage strategy, based on the detailed design and layout of the planning application under consideration here, can continue to be provided in order to satisfy the requirements of the condition. Agreement on the technical details is not required to support a decision to approve this reserved matters application.

As considered by the outline planning permission, the site is at risk of tidal and fluvial flooding. Supported by a site-specific Flood Risk Assessment the outline permission was conditional on achieving finished floor levels above the predicted flood depths, with allowance for a freeboard.

The planning application is supported by Site Levels Contours sheets 1-3 (GTA Civils received 06/10/25) that confirm the precise extent of land being raised to achieve the finished floor levels of the buildings required to comply with condition 20 of the outline planning permission. It is therefore possible to calculate the floodplain compensation required. A Flood Risk Assessment Addendum (FRAA) (GTA Civils received 11/11/25) has been provided. This has set out that adequate open space, to the satisfaction of the Environment Agency, within the site remains available to act as floodplain for the stream close to the site along Magazine Way, without causing additional risk to existing residents of Admiralty Way.

The finished floor levels have been set to protect residents from the risk of flooding predicted to occur on the site. Details justifying the freeboard allowance applied to the finished floor levels of the buildings, have been provided in the FRAA, to the satisfaction of the Environment Agency.

In the absence of objections from these technical consultees it is considered that the concerns raised by MPC on drainage and flood risk have been addressed.

As such it is considered that the planning application accords with condition 20 of the outline planning permission, Local Plan policies SS3 criteria iii) and CCC1 and chapter 14 of the NPPF.

E) Other Matters

Designing out Crime.

The comments received from the Hampshire & Isle of Wight Designing out Crime officer and MPC are acknowledged. However, the quality of the security entry system

through communal doors in blocks of flats is a level of detail beyond the planning process.

Whilst gates are not shown on shared paths providing external access to rear gardens, the majority of the paths are straight allowing direct line of sight along their length. Whilst the addition of gates could have a security benefit, the scheme as shown on the supporting Site Layout Plan (Rev P04 received 03/10/25) and Boundary Material plan (Rev P04 received 03/10/25) is not considered to pose a significant crime risk to be unacceptable because such detail is not shown for the small number of rear access paths that are not straight.

As such the proposal accords with NPPF paragraph 135 criterion (f).

Ground Contamination.

The NFDC Contaminated Land officer has no objection to the planning application subject to the imposition of conditions securing sufficient surveys of ground conditions for the presence of contamination are undertaken and appropriate restoration is included.

The outline planning permission was conditional on sufficient surveys and mitigation being achieved (conds 12-16) and satisfactorily addresses the matter. The first survey and risk assessment stages of the conditions have been complied with. As such it is not necessary to include such conditions in this recommendation.

Health and Safety Executive (HSE).

In accordance with the position presented in support of the outline planning permission, the HSE do not advise against granting permission for the planning application with regard to the potential risk to human health in the event of an explosion from the gas pipeline crossing the southern section of the site. Both in respect of the housing density and the potential number of people being in the open space on site at the same time.

Comments from MPC regarding easements and wayleaves for the gas pipeline are matters for the applicant to address prior to commencing development. However, it is noted that the supporting Landscape Framework plans (Deacon Design rev F received 24/11/25) highlight routes and space on either side of the infrastructure, demonstrating an understanding of such requirements.

The site falls within the consultation zone of a licenced store of explosive materials on the port of Southampton. The Land Use parameter plan supporting the outline planning permission was not restricted by such proximity. As confirmed by the applicant the proposed blocks of flats are not vulnerable buildings, based on the tests used by the HSE. As such the HSE raises no objection to the planning application.

11 OTHER MATTERS

The Outline planning permission is supported by an Appropriate Assessment of the planning application against the Habitats regulations. Identifying likely significant effects on protected sensitive habitats in the New Forest and Solent could occur from recreational activities and nutrification of water quality. The Outline planning permission secured mitigation in accordance with Local Plan policy ENV1 to avoid adverse effects to the integrity of the habitats occurring. This planning application is considered to be in accordance with secured measures and as such, no further assessment or review is required.

12 CONCLUSION / PLANNING BALANCE

As set out the proposal is for approval of reserved matters for 150 new dwellings including 53 affordable dwellings. The proposal brings forward a housing development which overall is considered to be well designed, in line with Local Plan policies, SS3, ENV3 and ENV4 and NPPF paragraph 135 with significant areas of new tree planting, and the protection of existing trees, as well as a range of other public benefits relating to the provision of significant areas of public open space and ANRG land, accessible to existing residents as well as future residents. The proposal reflects the built density (36dph) identified at the Outline planning application stage and as such represents an efficient use of land in accordance with NPPF paragraph 129.

The development will result in social and economic benefits and will release much needed housing taking into consideration the lack of sufficient housing land within the District a situation that has worsened since the grant of outline planning permission on this site. These public benefits were concluded to outweigh the less than substantial harm considered to be caused by the outline planning permission to the significance of the RNAD conservation area. It is considered that this application does not change that conclusion.

Overall, it is considered that the balance of considerations is one of approval taking into account the public benefits and broad compliance with the Development Plan when considered against the identified design harm set out by the NFDC Environmental Design and Conservation officers and Marchwood Parish Council.

The planning application delivers 150 dwellings in accordance with criterion i. of Local Plan policy SS3. It is considered to comply with the masterplanning objectives of criteria ii. in that it is well-designed, protected from sea level rises, conserves designated heritage assets, allows and enhances public access through the site to the waterfront and creates a clear distinction between the built area and natural recreational greenspace. And as set out, in this planning application and the Outline planning permission, addresses the technical matters of criteria iii.

The planning application is considered to comply with Local Plan policies STR1, STR3, STR5, ENV1, ENV3, ENV4, HOU1, HOU2, CCC1, CCC2, IMPL2, DM1, DM2 and CS7 and NPPF paragraphs 115, 116, 129, 130, 135, 136, 181, 182, 200, 215.

13 RECOMMENDATION

Grant Subject to Conditions

Reserved matters of Appearance, Landscape, Layout and Scale, specified in condition 2 of outline permission reference number 22/10449 dated 28/03/24 and approval of details pursuant to conditions 6. Details of equipped children's play, 9. Additional footpath for Public Right of Way, 17. Noise assessment and mitigation and 20. Compliance with Finished Floor Levels of outline planning permission 22/10449.

Proposed Conditions:

1. Approved Plans.

The development permitted shall be carried out in accordance with the approved plans and conditions as applied to outline planning permission ref:22/10449, and in accordance with the following approved plans:

Site Layout Plan ref:24034_2-PL-2-02 rev P04 rec'd 03/10/25
Site Layout tenure ref:24034_2-PL-2-03 rev P04 rec'd 03/10/25
Site Layout building materials ref:24034_2-PL-2-05 rev P05 rec'd 03/10/25
Site Layout Parking & Bins ref:24034_2-PL-2-07 rev P04 rec'd 03/10/25

Play area design plan ref:DD102L08 rev C rec'd 24/11/25

Landscape Framework plan Overview ref:DD102L09 rev F rec'd 24/11/25
Landscape Framework plan 1of2 ref:DD102L10 rev F rec'd 24/11/25
Landscape Framework plan 2of2 ref:DD102L11 rev E rec'd 06/10/25

Highway Layout plan ref:13047/100 rev P10 rec'd 17/11/25

Site Levels and Contours sht 1 ref:13047/1801 rev P11 rec'd 06/10/25
Site Levels and Contours sht 2 ref:13047/1802 rev P11 rec'd 06/10/25
Site Levels and Contours sht 3 ref:13047/1803 rev P11 rec'd 06/10/25

Housetypes pack 2.0 V.5 rec'd 17/11/25

Site Sections 1of2 ref:DD102D01 rec'd 09/10/25
Site Sections 2of2 ref:DD102D02 rec'd 09/10/25

Reason: To ensure satisfactory provision of the development.

2. Phasing Condition.

Prior to the commencement of construction of the first dwelling, hereby approved, a plan and timetable setting out the phased delivery of the development hereby approved shall be submitted to and approved in writing. It shall demonstrate how appropriate amounts of ANRG and POS are to be delivered concurrent with residential occupation. The agreed plan shall be followed unless with prior submission and written agreement to any variation.

Reason: In order to ensure the development occurs in a timely manner and in accordance with policies ENV1 of the New Forest District Local Plan part 1: Planning Strategy 2020 and CS7 of the New Forest Local Plan Core Strategy 2009

3. Materials

Prior to their use, samples or exact details of the facing and roofing materials to be used 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. **Planting Specification.**

Before development commences above DPC, a detailed schedule of plant species, numbers and sizes, to correspond with the Landscape Framework Plans hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include a timetable for implementation and measures for management and maintenance for at least 30 years.

The agreed details shall then be implemented in accordance with the agreed time scales and thereafter maintained in accordance with the agreed maintenance regime.

Reason: To ensure that the development takes place in an appropriate way and to ensure biodiversity net gain is delivered to comply with Policies ENV1, ENV3 and ENV4 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park.

5. **Bike storage. Flats.**

Prior to the commencement of development on the blocks of flats details of bicycle storage racks to be provided in the bike store as shown on the approved plans and provision for the safe parking of visitors bikes externally, shall be submitted and approved in writing by the Local Planning Authority. The details shall demonstrate compliance with the requirements of the adopted Parking standards SPD and be implemented prior to first occupation of the relevant block of flats and thereafter retained.

Reason: In the interests of encouraging sustainable forms of travel and in accordance with Local Plan policy CCC2 and the Parking Standards SPD

6. **Bike storage. Houses.**

Prior to the commencement of development above DPC details of the provision of stores for the storage of bikes for each house or mainsonette shall be submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate compliance with the adopted Parking Standards SPD requirements for the number of bikes to be stored based on the size of the dwelling. The agreed details shall be installed and available for use prior to first occupation of each dwelling respectively.

Reason: In the interests of supporting sustainable forms of travel and in accordance with Local Plan policy CCC2 and the Parking Standards SPD.

7. Port Noise assessment

Prior to development above DPC, a Noise Mitigation Scheme shall be submitted to and approved by the Local Planning Authority. The scheme shall be informed by an assessment of port-related noise, including low-frequency components, and demonstrate how noise levels will comply with BS 4142:2014 and internal and external amenity standards as per BS 8233:2014 and ProPG: Planning & Noise. The approved measures shall be implemented before first occupation and retained thereafter.

Reason: In order to ensure that the reasonable amenity of residents of the scheme and in accordance with Local Plan policy ENV3 and paragraph 200 of the NPPF.

8. Parking provision.

For each identified Phase of Development set out by condition No.2 of the planning permission, no residential dwelling, hereby permitted without on-plot vehicular parking, shall be occupied until all the proposed unallocated vehicle parking areas shown on the approved plans for that Phase have been completed to a suitable standard and thereafter the area shall be kept free of obstruction and available for the parking of vehicles associated with the development at all times.

Reason: To ensure that there are adequate unallocated parking facilities to serve the occupiers of the development.

9. Visibility Splays.

Prior to occupation of the first dwelling in each phase, as defined by condition 2, of the development hereby approved, the visibility splays in that phase shall be provided as shown on the approved Highway Layout plan ref:13047/100 rev P10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any re-enactment of that Order) nothing over 0.6m in height above the level of the carriageway shall be placed or permitted to remain within the visibility splays.

Reason: In the interests of highway and pedestrian safety in accordance with policy CCC2 of the New Forest District Local Plan part 1: Planning Strategy 2020.

10. Road noise mitigation.

All recommendations outlined in the Noise Impact Assessment carried out by SLR consulting Ltd received 17/12/24 shall be implemented during construction and shall be completed before occupation of the relevant dwelling hereby approved and shall be thereafter maintained, unless otherwise agreed in writing by the LPA.

Reason: In the interests of the amenities of residents and in accordance with policy ENV3 of the New Forest District Local Plan part 1: planning strategy 2020.

11. **Bin Storage Flats**

Prior to first occupation of the flats hereby approved, the bin storage space, shown on the approved floor plans for the relevant block, shall be available for use and thereafter retained for such purposes.

Reason: In order to make appropriate provision for the storage and collection of refuse and in accordance with ENV3 of the New Forest District Local Plan part 1 Planning Strategy 2020.

12. **Bin Storage Houses.**

For each identified Phase of Development set out by condition No.2 of the planning permission, no residential dwelling, hereby permitted shall be occupied until all the Bin Collection Points as indicated on the Parking and Bins Layout Plan received 03/10/25, have been provided. The Bin Collection Points shall thereafter be retained for that purpose.

Reason: To ensure that adequate storage and collection facilities to serve the occupiers of the development.

13. **Hard landscaping.**

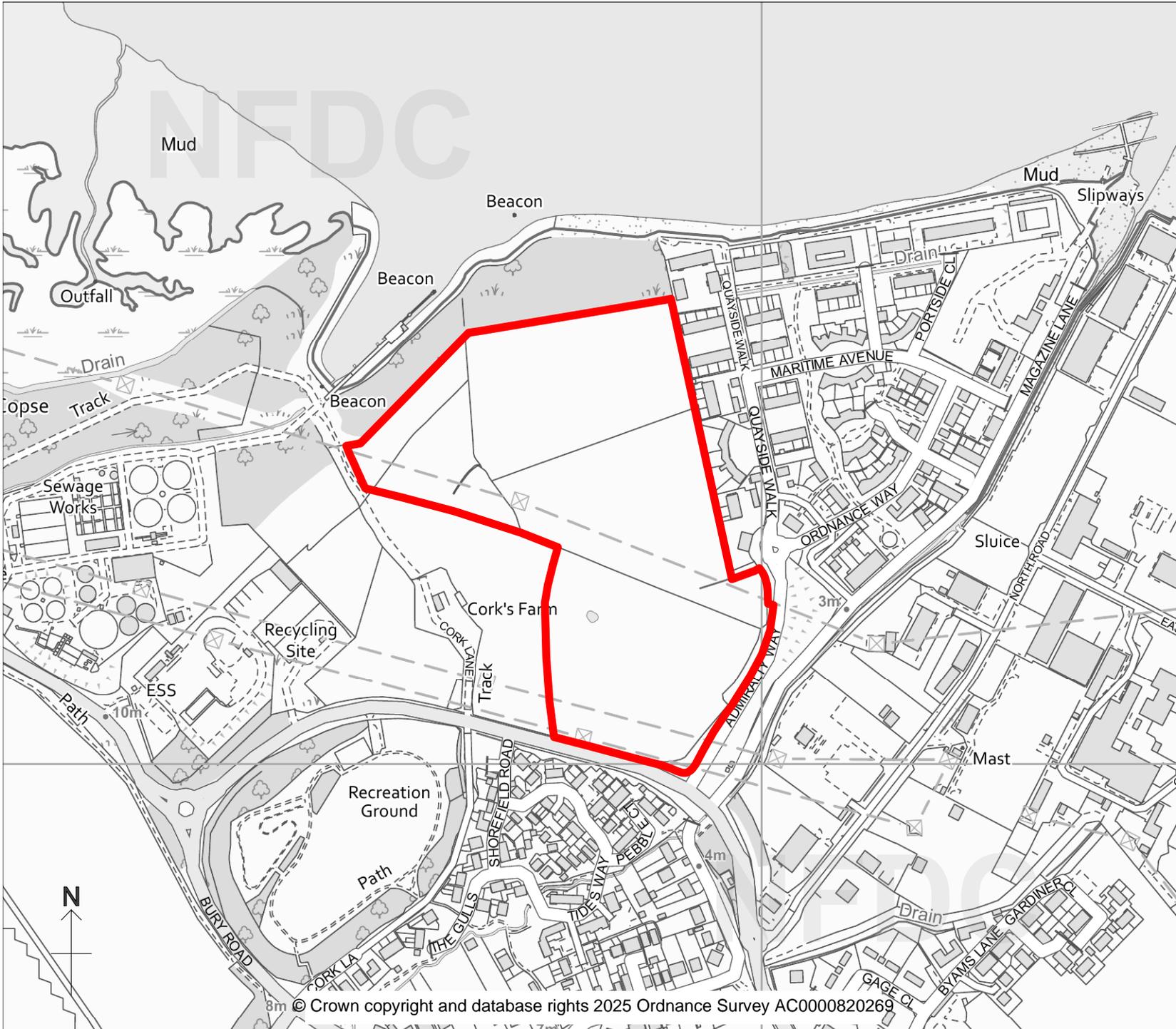
Prior to their installation, details of products and materials of all furniture, benches, bollards, bins, signs, barriers, hard surfaces, paths, retaining structures and bridges shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall then be implemented in accordance with the phasing plan secured by condition no.2 and thereafter retained.

Reason: In order to ensure appropriate design quality and appearance in the open spaces on site in accordance with policy ENV3 of the New Forest District Local Plan part 1: planning strategy 2020.

Further Information:

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PLANNING COMMITTEE

December 2025

Land at Corks Farm
 Normandy Way
 Marchwood
 24/10992

Scale 1:5000

N.B. If printing this plan from the internet, it will not be to scale.