



Land west of the Havant Crematorium, Bartons Road, Havant.

Planning Statement on behalf of White Farming Limited and in respect of an outline planning application for up to 72 homes. All matters reserved apart from access.

Introduction and background

The gross planning application area is a 6.6 Ha area of land the west of the Crematorium, Bartons Road Havant, known as Camp Field. The land is currently in agricultural use and its location shared between Havant Borough Council and East Hampshire District Council. 2 Ha is retained as pasture, leaving a net application area of 4.6 Ha.

The land is currently shown in the draft Havant Local Plan 2036 as a draft allocation for about 90 homes (draft planning policy H21) and to be planned with anticipation that future housing might occur on that part of the site that lies immediately north within East Hampshire District Council.

The submitted planning application seeks outline planning permission for up to 72 homes within Havant Borough Council administrative area plus allied green infrastructure and community orchard. That green infrastructure and community orchard fall into the administrative control of East Hampshire District Council.

Details show that land within the East Hampshire District administrative area will be managed to safeguard the potential for further new homes should East Hampshire District Council choose to allocate such in their emerging review Local Plan. Contingency space for additional SuDs and green infrastructure required to serve up to an additional 70 homes within East Hampshire District is shown.

Until such time as East Hampshire decides whether to allocate there, the contingency space is provided within the proposed green infrastructure that forms part of this planning application. This is explained in more detail, and with graphic support, as part of the submitted Design and Access Statement and intended to give practical delivery to objectives of draft planning policy H 21 b, as stated on page 2.



H21 | Land to the West of Havant Crematorium

Land to the West of Havant Crematorium Residential development of about 90 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
 - i. Heritage Statement
 - ii. Arboricultural Assessment
 - iii. Transport Assessment
 - iv. Travel Plan
 - v. Flood Risk Assessment
 - vi. Drainage Strategy
 - vii. Landscape and Visual Impact Assessment
 - viii. Ecology Statement
 - ix. Contaminated Land Investigation Report to include gas monitoring
- b. Development does not prejudice the potential for future development of the land to the north in East Hampshire District
- c. Access arrangements to this site and other sites north and south of Bartons Road are planned and delivered comprehensively, having particular regard to the proposed Southleigh Strategic Site Link Road (KS1), access to Land South of Bartons Road (H17) and the existing Crematorium Access Road;
- d. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E18;
- e. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council; and
- f. The design and layout:
 - i. Does not include any residential development within 183m of Havant Crematorium
 - ii. Includes a landscape buffer between the development and the access road to the Crematorium
 - iii. Provides safe access to the site, coordinated with access arrangements for surrounding allocation sites
 - iv. Enables easy access for pedestrians and cyclists to existing routes
 - v. Incorporates on-site public open space, including community food growing provisions (e.g. allotments), in line with Policies E2 and E19
 - vi. Retains and integrates the protected tree
 - vii. Provides an appropriate easement for existing sewerage infrastructure.

Development Consultation Forum

The proposal was the subject of a Development Consultation Forum on the 14th August and a summary of that event is found within the linked address below.

<http://www.havant.gov.uk/forum-45-lpa-presentation-and-qa-pdf-1-mb>

Constraints and Opportunities to inform a layout

Surveys of the site have been undertaken and with a focus on aspects of the land and its surrounding area in respect of:

- landscape both internal and external, including important views out from the site
- features of natural importance including individual trees, surrounding woodland and ecological habitats
- land form and implications for drainage
- the nature and capacity of the local highway network
- adjoining uses

Accompanying the submission are the following:

- Design and Access Statement Stainsby Architect
- Desk Based Archaeological Assessment Orion
- Transport Assessment and Travel Plan C and A Consulting Engineers Ltd
- Flood Risk Assessment and Surface Water Drainage Strategy C and A Consulting Engineers Ltd
- Landscape and Visual Impact Appraisal The terra firma Consultancy Ltd
- Landscape Plans 1917-TF-00-00DR-L-1001/1002 and Planting Plans 1917-TF-00-00DR-L-3001 and 3002 The terra firma Consultancy Ltd
- Tree Constraints Plan (BJH 01/02)and Tree Protection Plan (BJH 03/04) Bernie Harverson Arboricultural Consultant
- Appropriate Screening Opinion Statement The Ecology Co-op
- Biodiversity Mitigation and Enhancement Plan The Ecology Co-op
- Phase 2 Ecology Surveys The Ecology Co-op

The analyses captured in these specialist reports and surveys, together with the content of draft local plan planning policy guidance, have guided the essential principles of the masterplan layout.

The location of the crematorium has also affected the intended layout and where the proposed community orchard and general arrangement of green infrastructure respond well to the specific requirements of draft policy 21f (ii and v). In recognition that there would need to be a respectful distance between the crematorium and any new homes it has been agreed with Havant Borough Council that a buffer distance of 183 metres be secured and measured from the hub of the crematorium.

Revised access arrangements will ensure clear signage to guide vehicular destinations for users of the crematorium and where construction access will be separate and further to the west to avoid risk of disturbance.

Preliminary surveys and supporting information

Ecology

The majority of the site is an arable field with semi-improved grassland margins and a strip of improved grassland which supports scattered broadleaved trees. Marking the site boundaries are a mixture of species-rich hedgerows with trees, species-poor defunct hedge, dry ditches and fences. Adjacent to part of the northern boundary is ancient broadleaved woodland.

A Mitigation Statement outlines all measures to include a) the establishment and ecological enhancement of the 18-metre buffer between the construction zone and the adjoining ancient woodland; b) necessary mitigation for any protected species identified across the site, and c) a range of ecological enhancement measures such as wildflower meadow creation, species rich hedgerow planting and the instillation of new bat roosting habitat.

Accompanying the application are the result of ecological surveys and a Biodiversity Metric Calculation has established that there will be an increase in the site biodiversity value based on the proposed habitat creation detailed.

An Appropriate Assessment screening report has also been provided due to the proximity of the site to Chichester and Langstone Harbours Special Protected Area (SPA) and Ramsar, and Solent Maritime Special Area of Conservation (SAC), Natura 2000 sites. It confirms there is no perceived likely significant effects of the proposed development to the designated sites and their qualifying features, due to the distance between the proposed development site and the Natura 2000 sites (2.9km). For the same reasons, the potential effects of increased recreational pressure, traffic, nitrogen deposition are not considered to be 'likely significant effects' in isolation.

Landscape and arboriculture

This has had full regard to national and local planning policies in respect of landscape plus Havant Borough Council's Townscape, Landscape and Seascape Character Assessment (February 2007) and East Hampshire District's Landscape Character Assessment (July 2006) leading to an LVIA.

Landscape effects have been considered through the appraisal of the sensitivity of the receptor (value and susceptibility to change) and the magnitude of the landscape effect (size or scale, duration, and reversibility).

Early landscape constraints acknowledged include:

- ancient woodland and the need for 18 m buffer
- group and individual TPOs along western boundary plus TPO and root protection for the remaining oak trees in the centre of the site
- buffer to crematorium
- clear and partial views from the crematorium
- distant views

A tree survey has captured the position and root protection zones for key groups and individual trees.

A key feature in the layout design is the retention all the central oaks and with sufficient space around them as open space.

Archaeology/Heritage

The Archaeological Desk-Based Assessment has proven no recorded archaeological remains from any archaeological periods within the site. As such, the archaeological potential is low.

Beyond the desk assessment no further information is considered necessary to inform a planning application for the proposed development about archaeological matters.

No historic /protected buildings are within the immediate vicinity and therefore no other heritage issues arise from the proposal.

Drainage

A flood risk assessment (FRA) and surface water management strategy forms part of the application with measures for safeguarding ground water protection and pollution control. Like the other supporting reports, the FRA anticipates the proposed 72 homes within Havant Borough but with contingency measures to serve up to a potential further 70 potential homes, immediately to the north. As explained above, the latter is within the administrative control of East Hampshire District Council and subject to the deliberations of their review Local Plan.

Principal features include:

- the proposed residential development will lie within Flood Zone 1 and the risk of flooding from all sources is assessed to be low
- the management of surface water run-off will use sustainable drainage techniques
- finished site levels will be designed to ensure that there is no risk of floodwaters ponding to a significant depth
- the employment of a management company for the life of the development to maintain the surface water management at its maximum efficiency always

- flood mitigation measures and the drainage strategy, implemented as part of the development, will be fully compliant with current national and local flood policy guidelines

Highways

Transport Assessment

A Transport Assessment (TA) forms part of the application plus a Travel Plan and they follow a Highways Pre-application consultation. To anticipate flows from development proposed within Havant Borough (72 homes) and the potential of more homes, at a later date, from within that part of the site i.e. administered by East Hampshire, the TA assumes up to 150 homes in total.

Following this consultation, it was agreed that the principle of taking access, via a modified version of the existing Crematorium access, can be achieved within land under the control of the applicant.

Approved plans for the residential permission on land south of Bartons Road Land South included proposals for a right left staggered junction between the access to land south and the crematorium access. The proposals also included the provision of substantive cycle and pedestrian infrastructure, including the provision of a new footway leading to Bartons Road and widening of the southern footway along Bartons Road up to its junction with New Lane for the provision of the shared pedestrian cycle route.

The proposed development, the subject of this outline planning application intends to build upon these approved proposals as shown in Drawing No 17-055-011. These include the revision of the crematorium access, upgrading this to provide a 6.75m carriageway with 10m Radii.

Within the site it is proposed that a 5.5m carriageway width with 2m footways would be sufficient. However, the internal details will be subject to further consideration as part of a subsequent detailed application.

The Travel Assessment confirms junction capacities that have been tested include:

- Crematorium Access (also site access)/Bartons Road junction
- Bartons Road/Horndean Road/Emsworth Common Road/Comley Road junction
- Bartons Road/B2149 (Petersfield Road) junction
- Bartons Road/Eastleigh Road junction
- Eastleigh Road/Southleigh Road junction

The junction modelling indicates that the Crematorium Access (also site access)/Bartons Road, Bartons Road/B2149 (Petersfield Road), Bartons Road/Eastleigh Road and Bartons Road/Southleigh Road, junctions would operate well within capacity in the future year 2023 with the proposed development traffic.

The level of impact due to the traffic generated from the proposed development on the Bartons Road/Horndean Road/Emsworth Common Road/Comley Road junction is less than 0.5% of the total traffic at this junction (an additional 8 vehicles in AM and PM hours). Although nearing its theoretical capacity in 2023, that level of vehicular growth represents an immaterial impact on this junction. It is expected to continue to operate within capacity.

The Travel Plan

The Travel Plan has been produced in accordance with HCC's Travel Plan Guidance 'A Guide to Development Related Travel Plans'. It sets out site specific initiatives aimed at improving the availability and choice of travel modes to and from the development for all residents and visitors to the site. Together with the Transport Assessment (TA) submitted with this application, the TP will aim to be the mechanism by which overall travel demand will be managed and monitored.

Details within the Travel Plan confirm how good quality footways/cycleways are proposed within the site and provide connections to existing pedestrian infrastructure and will include dedicated links for pedestrians and cycle user onto Bartons Road from the site.

The package of proposed measures will comprise the following:

- Appointment of a 'Travel Plan Coordinator' (TPC)
- Promotion of walking and cycling for leisure and commuting including routes suitable for disabled persons
- Promotion of public transport services including details of facilities available for mobility impaired
- Promotion of available taxi share services; ☐ Provision of Personal Travel Planning (PTP)
- Provision of bus vouchers; ☐ Liaison with local cycle retailers to obtain discounts for residents
- Provision of a travel plan website; Promotion of car sharing; ☐ Promotion of walk / cycle to school and 'walking bus'
- Provision of information for inclusion in homeowners' packs

Screening opinion

A screening opinion from Havant Borough Council to the proposed scheme was issued on the 1st November.

That opinion concluded the following:

It is considered, having regard to the selection criteria in schedule 3 to the Regulations and the associated guidance including screening indicative criteria and thresholds, the development would not be likely to have significant effect on the environment by virtue of factors such as its nature, size or location.

As a result, it can be confirmed that the development described in your planning pre-application, associated plans and documents is not EIA development.

Guidance within the screening opinion has helped inform the proposed layout, including the green infrastructure provision and the approach to ecology and landscape protection and enhancement.

Summary

Although this application is submitted prior to the determination of the full review of the emerging Local Plan, the detail provided does respond positively to the most recent draft local plan consultation and where the current supply of homes falls below the required 5-year supply as advocated by central Government. The detail also provides flexibility to accommodate any planned growth anticipated by East Hampshire District Council through contingencies in the form of land reserved for homes with allied open space and surface water drainage.

In preparation of this outline application, careful consideration has been given to constraints and the views expressed at the Development Consultation Forum held in August 2018.

It is hoped that this application is seen as a positive contribution to housing land supply, supportive to emerging local plan policy and based on careful consideration of constraints and the way infrastructure can respond in the best way possible.