

Planning Application APP/18/00450 Land at Forty Acre Farm, Havant Road, Havant

Erection of 320 dwellings (including a 30% provision of affordable homes), 66 bed care home, provision of public open space, habitat mitigation zone, allotments, closure of existing access and creation of 2 new access points and associated infrastructure following demolition of existing buildings.

From a landscape perspective we do not object to the principal of this development, however we have the following comments:

General Layout

- It is unclear how the proposed footpath north of the site running parallel to Havant Road will tie into the existing hard landscaping on Westways. The combined hard and soft landscape general arrangement plan drawing no. D2434 L. 120 indicates the footpath finishing north of the carriageway on Westways and onto an area of vegetation, which is not deemed acceptable. This footpath is a key pedestrian link for those traveling west towards Drayton, and needs to be addressed to improve the connectivity. This is particularly important as the footpath is adjacent to the care home, who's users could have some mobility issues.
- Parking needs to be broken up with soft landscaping, as excessive lines of parking and hard landscaping is not deemed appropriate. As a general rule we will want to soft landscaping introduced every 5 cars to avoid unsightly massing of vehicles.
- The entrance to the site and subsequent initial vistas needs some improvement, at present there seems to be a lack of focal points. High quality detailing of material for the properties framing the access could help to alleviate this issue. Additionally the soft landscaping scheme should help to frame views and add focal viewpoints.
- The rear access parking area at the north of the site (Plots 157 – 181) is not deemed acceptable. The lack of hard surfaced pedestrian links from the car parking area to the front door of the properties creates a number of practical issues for all users and particularly disabled users and those with push chairs.
- The central linear park lacks clarity as to whether it is solely for pedestrians or whether it is a shared surface. Drawing no. D2434 L.121 proposes both pedestrian and vehicular tarmacadam, which confuses the design intent. The development proposals suggest safe pedestrian routes connecting north and south and as such measure should be implemented to ensure that this is a non-vehicular route. We want to see interventions that stop vehicles from driving down this pedestrian route, such as bollards.
- It is noted that the informal kickabout space has a relatively small area in relation to the amount of open space available south of the development. This has the potential to cause a tension between people playing sport and those using the picnic area and the play area.
- There is no parking provided to the allotments.

Soft Landscaping

- The submitted combined hard and soft landscape general arrangement plans do not sufficiently identify individual species within the planting plan. The plant schedule does indicate what is intended but we need to see what plants are going where and the number and densities of species.
- The site is adjacent to as SINC and SSSI as such we would want to see all the trees to be native UK species. As such all non-native species need to be omitted and replaced with UK native species.

- The number of proposed trees to be planted within the landscape buffer separating Havant road and the develop is not deemed sufficient to help soften views onto the development. As such we need to see more native trees to help mitigate the visual impact of the site.
- There is a lack of tree planting within the streetscape, there are a number of large areas of amenity grassland which has enough space to support trees. A number of areas propose specimen shrubs which could be used for legacy trees to soften the vernacular.
- The 1.8m metal fence that runs parallel to the footpath around the habitat mitigation zone should have buffer planting to help soften the metal fence into the landscape. This will improve the experience when walking around the habitat mitigation zone.
- Additional tree planting around some of the picnic benches is recommended to offer dappled shade and a place to shade from the sun.

Hard Landscaping

- The proposed footpath (Drawing no. D2434 L. 121 / L. 122) north of the site running west/east has been presumably widened to allow emergency vehicles to service those properties fronting onto Havant road. We are concerned that this will be used as an access road and as such bollards should be implemented to control traffic.
- All properties who have rear access car parking need to have a hard surfaced footpath to connect to the front of the property. Failure to provide this has the potential to lead to informal footpaths within desire lines and/or force users into the carriageway.
- The use of block paving north of properties 122, 107, 214 and 215 is not deemed acceptable. The hierarchy of hard surfacing suggests that areas of block paving are for parking. Should vehicles park in this area it will reduce the reversing space for the car parking directly north of the block paved area to below 6m and therefore they will not have sufficient room to manoeuvre their vehicle from their parking bay.
- The rationale to stop the footway between plot 120 and 218 is unclear and is not deemed acceptable. At present the layout is forcing pedestrians onto the carriageway which has 2 no. pinch points which are caused by the soft landscaping. We want to see a footway that connects west/east to allow pedestrians to safely manoeuvre through the site.
- We are concerned that the areas of reinforced geo grid (north of plots 268/277, south of plots 301/302) which are assumably designed as turning points for vehicles will be used as additional parking.

Kind regards,

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