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Land at Forty Acre Farm, Bedhampton, Havant

Planning Statement



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WHERE QUALITY LIVES

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1. Statement of Purpose

- 1.1 This statement has been prepared by Barratt David Wilson Homes to support the proposed development at the Land at Forty Acre Farm, Bedhampton, Havant.
- 1.2 The site comprises an open area of land to the south of Portsdown Hill, which has been previously used for local events including car boot sales. A small cluster of farm buildings associated with fruit picking exist in the southernmost part of the site. The site is bounded by the railway line to the south, the Rusty Cutter Roundabout and A3 (M) to the east and the A2030 to the north. The A27 lies beyond the railway line to the south.
- 1.3 Havant Borough Council (HBC) has identified the site as a site suitable for major development within the emerging Local Plan (Havant Borough Local Plan 2036) and the Local Plan Housing Statement (adopted December 2016). The site has also been considered through the 2016 SHLAA Process to be deliverable, free of constraints and available for development.
- 1.4 Taking into account the Council's objectives for this site to deliver a number of new homes for the borough and the sites sustainable location in terms of access to a number of key facilities and services, this planning application proposes the erection of 320 dwellings (including a 30% provision of affordable homes), 66 bed care home, provision of public open space, habitat mitigation zone, allotments and associated infrastructure following demolition of the existing buildings.

Structure of this Statement

- 1.5 This statement sets out the application proposals. The planning history and context is set out in Section 2 followed by a description of the site and its surroundings in Section 3. The relevant planning policy framework is set out in Section 4 of this report. Section 5 provides an analysis of the planning considerations and issues that are relevant to this proposal and Section 6 concludes this statement.

2. The Site

- 2.1 The site is situated to the east of the Portsmouth suburb of Farlington, and to the east of the Havant suburb of Bedhampton. The site sits 7.5 km north east from the city centre of Portsmouth, and 2.5 km west from the town centre of Havant. The site is an approximate rectangle shape covering 22.90 hectares. It comprises a number of agricultural fields divided by mature tree lines. The existing farm buildings, known as Forty Acre Farm, which sit adjacent to the site's southern boundary, are the only existing buildings within the site. The existing site is accessed via a single bellmouth taken from Havant Road. Opposite the existing site access is a right-turn lane providing access into residential development on Auriol Drive.
- 2.2 The land gently slopes north to south accommodating a 6m change in level, with a steep change in level, of approximately 2.5m, along the northern boundary. The site is currently in agricultural production, with amenity grass areas used for events and car boot sales. A collection of one to three storey barns (of Forty Acre Farm) are present in the southern part of the site. The landscape value of the site ranges from low - high, with the mature treebelts being the key landscape features and of the highest landscape value.
- 2.3 The site is bounded to the north by Havant Road (A2030). There is vegetation along some parts of this boundary, screening the road from the site. To the east, the site is bounded by vegetation screening the site from the slip road and A3(M) motorway beyond. The site is bounded to the south by vegetation alongside the adjacent railway line. To the west the site is bounded by the rear gardens of residential properties on Westways, and by a line of vegetation.
- 2.4 The majority of the development in the vicinity consists of suburban housing developed throughout the twentieth century. Many of these houses, such as those on Fortunes Way, are semi-detached two-storey houses. However, the series of houses which overlook the site on Auriol Drive are detached. There are also a number of three-storey apartment blocks in the area to the west of the site.
- 2.5 Farlington contains a concentration of Grade II listed structures, such as St Andrew's Church, the Old Rectory, as well as a number of monuments and a milestone. Similarly, Bedhampton contains a concentration of Grade II listed structures, including St Thomas' Church, another Old Rectory, and a number of houses. The majority of these listed structures date from the eighteenth and nineteenth centuries, with the exception of St Thomas' Church which dates from the twelfth century.

- 2.6 North of the site, on Portsdown Hill Road (B2177), are two additional Grade II listed structures. One of which is Belmont Castle, a large house dating from the early nineteenth century, built in the style of Tudor castle. The other, known as 'Sunspan' is a house, dating from 1936, built in the International Modernist style.

3 The Proposal

Residential

- 3.1 This proposed development involves the erection of 320 dwellings (including a 30% provision of affordable homes), 66 bed care home, provision of public open space, habitat mitigation zone, allotments and associated infrastructure following demolition of the existing buildings.
- 3.2 The development will provide a variety of dwellings ranging from 1 to 4 bedrooms in size. The majority of the development will consist of 2 storey houses, with some 2.5 storey houses and a number of 3 storey apartment buildings placed strategically within the core of the scheme.

Care Home

- 3.3 The proposed care home is positioned to the north-west corner of the site and will provide 66 single occupant bedrooms with shared communal facilities (including a lounge, dining areas, bistro, bathrooms etc.) This facility will create 60 full time jobs. The proposed care home will not exceed two storeys in height and benefits from a "horse shoe" design which generates a relatively large proportion of shared amenity space for the residents of the care home. The building has been designed to incorporate unique and attractive glazing features with projecting gable fronts which are set back from the main highway to avoid added bulk, mass and an overbearing appearance.
- 3.4 Due to the dependency level of the residents, they will not have access to vehicles thus there is no requirement for dedicated car parking for residents. Havant Borough Councils Adopted Parking Standards requires 1 parking space per full time member of staff. On this basis, parking provision for the Care Home has been designed to ensure that there is adequate provision at all times for relatives, families, staff and emergency services to park and the need to park on the streets adjacent to the home is completely eradicated.
- 3.5 Whilst it is acknowledged that the Care Home would generate 60 full time jobs, it is important to recognise that there will be three shifts in operation and part-time staff will also be employed. The shift patterns for nursing and care assistant staff are 8.00 am to 2.00pm, 2.00pm to 8.00pm and 8.00pm to 8.00am. As a consequence of these staffing patterns those staff who use cars will arrive at staggered times during the course of the day.

- 3.6 Staff will be encouraged to travel by bike, on foot or by public transport or by the minibus supplied by the home. All staff wishing to park in the car park must ask consent from the management in advance. Covered cycle parking is also provided adjacent to the car park and main building entrance which meets the requirements of Havant Borough Councils Adopted Parking Standards.

Habitat Mitigation Zone

- 3.7 The habitat mitigation zone is located to the Eastern boundary of the application site and will be secured by cleft type fencing sensitive in design to the semi-rural setting of the area. The existing grass and seeding within the fence line will be retained. The mitigation zone is 34,701sqm in size.
- 3.8 Some of the existing trees within this area will be removed to maximise the opportunities for feeding for migratory geese. The inclusion of a mixed native hedgerow and trees along the eastern alignment of the residential boundary will also act as a buffer between the development parcels and the habitat mitigation zone.
- 3.9 A circulatory pedestrian loop will also be created around the habitat mitigation zone with signage integrated along the route.



Nature Park

- 3.10 An area of informal open space is also proposed. This will provide opportunities for play and informal recreation with a semi natural character responsive to the setting of the site.
- 3.11 The Nature Park will include areas of attenuation basins which will be both permanently and seasonally wet and planted with appropriate native wetland species. A series of seasonally wet attenuation basins will be created.



- 3.12 Long grassland swathes will be intersected by mown grass paths and a central pedestrian and cycle spine route. The proposed routes will connect the adjacent development parcels and provide access to a naturalistic equipped play space.
- 3.13 A natural play space will be integrated into the parkland to provide opportunities for informal, improvised play. The area will use natural materials such as tree trunks, boulders and changing topography to allow the play area to sit naturally within the wider landscape. The play proposals will provide a rich opportunity for exploration, imagination and inventiveness.
- 3.14 Trees will be planted in informal groups along the sinuous alignment of footpaths to animate and structure these elements. Specimen trees will be planted in key locations within the parkland to provide focal points of interest and provide seasonal interest at the termination of key sightlines through the development.
- 3.15 The existing hedge and tree planting along the southern, eastern and western boundaries are to be retained and the two tree stands dissecting the site will be supplemented with additional planting providing habitat links and connectivity for wildlife.

- 3.16 A mixed native hedgerow is proposed to the residential boundary with the habitat mitigation area and the residential land. This will provide partial screening to the built form and will bolster green corridors through the parkland. There would be no illumination within the parkland.



Nature Park- Play

- 3.17 The Play area within the Nature Park has been designed to accord with the FIT Guidance. The play area integrates a minimum of six pieces of play equipment, providing a full range of play experiences within an area greater than 0.04ha.
- 3.18 The design and arrangement of the play area has taken cognizance of the key landscape features identified on the masterplan which include its location adjacent to an area proposed as permanently wet attenuation, a picnic and kick-about area and set within an area of open space overlooked by surrounding residential parcels.
- 3.19 The design also acknowledges the location of the space at the termination of the Linear parks and provides a physical and visual feature at this important junction. The design of the play space therefore has sought to create a strong feature space with elements of natural play and fixed pieces of play have been sensitively integrated into the proposal and are located within areas of the LEAP that are fully accessible for all.



Nature Park- Attenuation Zone

- 3.20 An area of land immediately south of the development which is designed to act as the termination of the SUDS strategy through the inclusion of areas of seasonally wet attenuation basins. Relatively inaccessible areas are to provide an undisturbed natural habitat for local wildlife, left to the natural processes of decay and regeneration with minimal intervention in terms of management this area provides mitigation for habitat loss because of development elsewhere on site and a wet habitat rich in ecology.
- 3.21 Large swathes of wildflower grassland are proposed through the attenuation zone and the sinuous footpath network will pass in close proximity to the areas of standing water.
- 3.22 Access to the water's edge will be controlled by planting and the strategic placement of natural barriers as required.

Nature Park- Allotment and Orchard

- 3.23 The location of the site for the proposed allotment and community orchard sits upon an area of land with a slight slope to the south with good drainage together with a shelter belt windbreak of trees to the west.
- 3.24 The area of land is of sufficient size to support standard size plots, with some extra land for community use and special groups. The size of the allotment is intended to support a community where all plot holders can communicate easily and form a coherent working group.
- 3.25 Access to the allotment area is only a short distance from a road accessible by car, but not close to a major road. A small community orchard is proposed to the east of the allotments as part of the food growing area of the site. The allotment site is close to the residential parcels.

Proposed Access

- 3.26 The site would be served by two vehicular access points onto Havant Road. Both accesses would be of bellmouth arrangements 7m wide supported by 15m radii. The access roads would reduce in width to 5.5m approximately 20m into the site. Such dimensions would allow two vehicles to pass when concurrently turning in and out of the access and would allow large vehicles to enter and exit the site safely without utilising the other side of the road. The access would be constructed to HCC adoptable standards and delivered through a Section 278 agreement.
- 3.27 Both accesses would be flanked by 2.0m wide pedestrian footways either side which would connect to a 3m wide footway/cycleway creating a continuous footway/cycleway along

the southern side of Havant Road between the Forty Acres W-bound bus stop and Havant Road NE-bound bus stop. Further details are provided in the Transport Assessment.

- 3.28 A 3m wide footway/cycleway will be created from the south-eastern bus stop on Havant Road which would extend across the site frontage and to an improved pedestrian crossing to the west of the site to the northern side of Havant Road to improve connectivity and permeability of the site as well as ensuring all parts of the site are easily accessible.
- 3.29 The internal carriageways have been designed to a width of 5.5m and would be supported by 2m footways in line with MfS guidance. Where there is perpendicular parking directly fronting the carriageway, the carriageway is 6m to ensure vehicles can enter and exit the vehicle parking spaces.
- 3.30 The care home element of the site will remain privately operated with a gated vehicle entrance to ensure only vehicles associated with the care home are able to enter.

Off-site Works

- 3.31 A package of offsite highway improvements are proposed as part of the development. This includes the provision of a 3m wide footway/cycleway along the southern side of Havant Road and improvements along the pedestrian route to Bidbury Infant and Junior Schools. Along this route it is proposed to extend the existing footway/cycleway from the Rusty Cutter roundabout up to the junction of Bedhampton Hill and the Rusty Cutter Beefeater Restaurant along with upgrading an existing pedestrian crossing and implementing a new pedestrian island to facilitate east to west movements across Bedhampton Hill. Improvements are also proposed around the Rusty Cutter roundabout. This includes the provision of a signalised crossing across the A3(M) northbound on-slip which also results in the signalisation of the Havant Road and Circulatory West traffic arms and the implementation of a third lane on the Circulatory West arm. Such improvements would provide a wider strategic benefit and thus the cost of these works should be deducted from any wider transport contribution. The Transport Assessment provides full details of these proposals.

4 Policy Framework and Planning History

Planning Policy Framework

- 4.1 Under section 38 (6) of the Planning and Compulsory Purchase Act 2004 (as Amended) if regard is to be given to the development plan for the purpose of any determination to be made under the planning acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise. Section 38 (3) of the Planning and Compulsory Purchase Act

2004 states that the development plan consists of the Regional Spatial Strategy and the development plan documents. In this case, the local development comprises the adopted Havant Borough Local Plan which comprises the Core Strategy (adopted 2011) and the Allocations (adopted 2014). Regard should also be given to Havant Borough Councils Local Plan Housing Statement (adopted December 2016) together with the emerging Local Plan (2036).

- 4.2 National planning guidance and supplementary planning guidance, among other matters, are also relevant material considerations.

National Planning Policy

- 4.3 The National Planning Policy Framework (NPPF) sets out the Government's presumption in favour of sustainable development, which states that Local Planning Authorities (LPAs) should approve development proposals that accord with statutory plans without delay. The presumption in favour of sustainable development is a material consideration in the determination of planning applications.
- 4.4 This document also contains the core planning principles that should underpin development management, including that planning should pro-actively drive and support sustainable economic development and every effort should be made to identify and meet the housing needs of an area.
- 4.5 The NPPF identifies at paragraph 6 that the purpose of the planning system is to contribute to the achievement of sustainable development. It identifies at paragraph 7 that there are three dimensions to sustainable development: economic, social and environmental and that the planning system must therefore perform a number of roles:
- An economic role – contributing to building a strong, responsive and competitive economy;
 - A social role – supporting strong, vibrant and healthy communities;
 - An environmental role – contributing to protecting and enhancing our natural, built and historic environment.
- 4.6 Where appropriate, further relevant details of the NPPF are addressed in this statement.

National Planning Practice Guidance (NPPG)

- 4.7 The planning practice guidance web-based resource was launched by the Department for Communities and Local Government (DCLG) on 6th March 2014. It seeks to update and replace a number of previous planning guidance documents including Government Circulars into one central resource.

Community Infrastructure Levy

4.8 The Community Infrastructure Levy (CIL) Regulations 2010 (Regulation 122) (as amended) provide that it is unlawful for a planning obligation to be taken into account when determining a planning application for a development, or any part of a development, that is capable of being charged CIL, whether there is a local CIL in operation or not, if the obligation does not meet all of the following tests:

- Necessary to make the development acceptable in planning terms
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development

4.9 Havant Borough Council's Charging Schedule took effect from the 1 August 2013.

Local Policy Context

4.10 The current local development plan for Havant Borough Council comprises the following documents;

- Havant Borough Local Plan (Core Strategy) adopted March 2011
- Havant Borough Local Plan (Allocations) adopted July 2014

These documents set out the strategic policies to guide development and land use across the borough up until 2026.

4.11 The objectives of the Local Plan set out the Council's long term vision for how the borough will develop as a place, focusing on the need to promote the effective use of land for housing growth and identifying the required physical and social infrastructure necessary to support new development and meet future needs. The Core Strategy (2011) sets out a housing requirement of 6,300 dwellings to be delivered between 2006 and 2026, equivalent to 315 dwellings per annum.

4.12 It is considered that the relevant policies applicable for the purposes of this statement include;

Havant Borough Local Plan (Core Strategy)

Policy CS9 - Housing

4.13 Policy CS9 states that planning permission will be granted for housing proposals that will: -

1. Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026.
2. Deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more and secure a suitable contribution, or on-site provision, equivalent to on average 30-40% on smaller housing developments between 5 and 14 dwellings (gross), unless a lesser requirement has been transparently justified on viability grounds.
3. Ensure mixed communities are created through the planned distribution and avoidance of a concentration of affordable housing.

4. Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.
5. Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities.
6. Provide accommodation for the ageing population in sustainable locations, taking account of the need to provide for a variety of care needs and flexibility to accommodate differing requirements of ageing care.
7. Contribute to achieving 450 extra-care dwellings between 2006 and 2026.
8. Ensure housing development is delivered in a phased manner with an appropriate proportion of previously developed land so as to avoid unnecessary development on greenfield urban extension sites.

Policy CS15 - Flood Risk and Erosion

- 4.14 Policy CS15 refers to Flood and Erosion Risk. Development in areas at risk of flooding now and in the future as identified on the latest Environment Agency flood risk maps and Strategic Flood Risk Assessment climate change maps will only be permitted where:
1. It meets the sequential and exception test (where required) in relation to PPS25.
 2. The site is located in a low hazard area as defined in the Strategic Flood Risk Assessment
 3. A site-specific flood risk assessment demonstrates that the development will be safe, including the access, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
 4. The scheme incorporates flood protection, flood resilience and resistance measures appropriate to the character and biodiversity of the area and the specific requirements of the site.
 5. Appropriate flood warning and evacuation plans are in place.
 6. New site drainage systems are designed taking account of events which exceed the normal design standard.
- 4.15 All development will be required to ensure that there is no net increase in surface water run-off. Priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it is proven that SuDS are not appropriate. Where SuDS are provided arrangements must be put in place for their whole life management and maintenance.

Policy CS16 - High Quality Design

- 4.16 Policy CS16 states that planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax.

Policy CS20 - Transport and Access Strategy

- 4.17 Policy CS20 refers to the Council's Transport and Access Strategy. Development will be permitted that does not increase congestion and promotes better use of existing transport networks. The policy encourages improvements to highway, cycling and pedestrian links.

Policy CS21 - Developer Requirements

- 4.18 Policy CS21 states that development will be permitted if on-site and/or off-site infrastructure requirements are met. Where new or improved infrastructure is essential for planning permission to be granted the council will require the on-site or off site provision and/or contributions through planning obligations, agreements or tariffs in accordance with the relevant legislation for off-site provision. The need for contributions will depend on information and advice from infrastructure providers on the expected impacts of the development on all the infrastructure types.

Policy DM1 - Recreation and Open Space

- 4.19 Policy DM1 refers to recreation and open space. Development of existing open space, including play spaces, playing fields, pitches, courts and allotments, for alternative uses will only be permitted where the following criteria can be met:
1. It has been demonstrated that there is a surplus of provision according to the local standards set out in the council's Open Spaces Plan or any subsequent review of the plan; and
 2. It has been demonstrated that the land cannot reasonably be converted to another type of open space for example green infrastructure for which the council's Open Spaces Plan has identified a deficit.
 3. If the land has been identified within the South East Hampshire Coast Brent Goose Strategy (2002) as providing habitat for Brent Geese then it must be demonstrated that any impact on this habitat can be fully mitigated.

Policy DM8- Conservation, Protection and Enhancement of Existing Natural Features

- 4.20 Policy DM8 refers to conservation, protection and enhancement of existing natural features. Development will only be permitted where it protects and enhances local habitats and landscape distinctiveness.

Policy DM9 - Development in the Coastal Zone

- 4.21 DM9 states that planning permission will only be granted for development in the coastal zone which addresses all of the relevant criteria as set out below as shown on the Proposals Map:
1. Has no harmful effects on nature conservation within the Chichester and Langstone Harbour SSSIs and SPA, Solent Maritime SAC and Ramsar site, or any SINCs and Local Nature Reserves.
 2. Maintains and enhances the appearance and distinctiveness of existing settlements and landmarks along the coast.

3. Contributes positively to the landscape and has regard to best practice on the design of new buildings in coastal locations.
4. Upgrades existing footpaths and ensures that public access is retained and provided to connect existing paths along the waterfront where appropriate.
5. Would result in improvements to or redistribution of moorings, marine berths or launch on demand facilities (dry berths) in the harbours.
6. Would not be detrimental to infrastructure for, and quality of, water-based recreation, or be detrimental to the safety of navigation.
7. Provides recreational opportunities that do not adversely affect the character and appearance of the coast.

Policy DM13 - Car and Cycle Parking on Residential Development

- 4.22 Policy DM13 states that residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.

Havant Borough Local Plan (Allocations)

Policy AL1- Presumption in Favour of Sustainable Development

- 4.23 Policy AL1 states that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). It will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 4.24 Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:
1. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
 2. Specific policies in the NPPF indicate that development should be restricted.

Policy HB1- Havant and Bedhampton Housing Allocations

- 4.25 Policy HB1 identifies housing allocations for Havant and Bedhampton. The development site is not identified as a housing allocation site.

Policy DM18 - Protecting New Development from Pollution

- 4.26 Policy DM18 states that Planning permission will be granted for development provided that projected levels of air, noise, vibration, light, water or other pollution do not have a significant negative affect on the amenity of future occupiers or users of the proposed development.

Policy DM23 - Sites for Brent Geese and Waders

- 4.27 Policy DM23 states that planning permission will be granted for developments that avoid important sites for Brent Geese and/or waders outside of the statutory designated areas, identified on the Policies Map. Where this cannot be avoided, development proposals on or adjacent to an important Brent Goose and/or wader site outside of the statutory designated areas will need to demonstrate levels of impact, alone and in combination with other proposals subject to the tests of the Habitats Regulations. Where a negative impact upon a site cannot be avoided or satisfactorily mitigated, and the tests of the Habitats Regulations are met as necessary, replacement feeding/roosting habitat, on a no net loss basis, will be sought. Where a negative impact upon an important site cannot be avoided or mitigated and replacement feeding/roosting habitat is not or cannot be provided on a no net loss basis, the proposal will be refused. Planning permission will be granted for development on or adjacent to uncertain sites for Brent Geese and/or waders outside of the statutory designated areas, where appropriate surveys are undertaken and it is determined that the site has no importance.

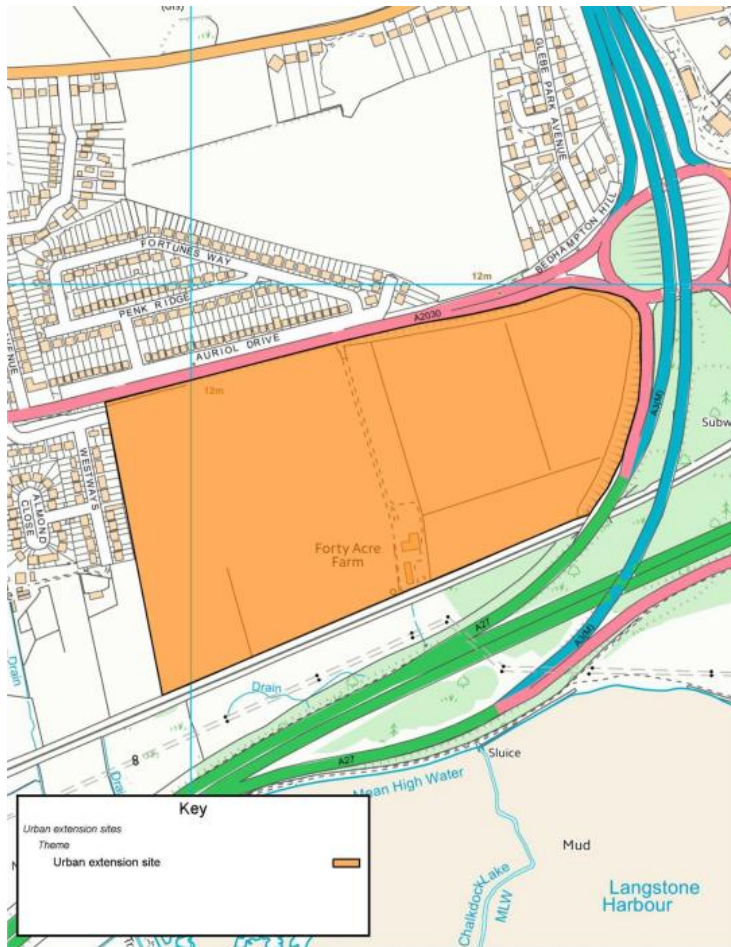
Policy DM24 - Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development.

- 4.28 Policy DM24 states that planning permission will be granted for residential developments that avoid or mitigate a likely significant effect on the SPAs, caused by recreational disturbance through the in-combination effect of net additional dwellings. This mitigation can be provided through:
- a) A financial contribution.
 - b) A developer provided package of measures associated with the proposed development designed to avoid or mitigate any significant effect on the SPAs subject to meeting the tests of the Habitats Regulations.
 - c) A combination of measures in (a) and (b) above.
- 4.29 Where these measures cannot be provided development proposals will be refused, unless the applicant can show, subject to meeting the tests of the Habitats Regulations, that there would not be an adverse effect on the integrity of the SPAs.

- 4.30 The provisions of this policy do not exclude the possibility that some residential schemes, due to their size/and or location, may require individual assessment under the Habitats Regulations on advice from Natural England and additional site specific avoidance or mitigation measures.

Havant Borough Local Plan 2036 and Local Plan Housing Statement

- 4.31 The introduction of the National Planning Policy Framework has changed how planning takes place in England and Wales. Most significantly is the need to meet the full, objectively assessed need for development. The Adopted Local Plan for Havant Borough does not meet the requirements of the NPPF and as such is currently being reviewed under the emerging Local Plan 2036.
- 4.32 The PUSH SHMA shows a need for 121,500 new homes across South Hampshire between 2011 and 2036. Of these 49,500 should be provided in the Portsmouth HMA of which 11,250 should be provided in Havant Borough. The Council undertook a high level technical analysis to understand whether the established need could be met in a way which would constitute sustainable development and, if not, how best it can be met. Taking the established housing need for the Borough of 11,250 there are already a significant amount of homes already consented. Taking the completed dwellings since 2011, sites with outstanding planning permission, the Local Plan allocations without planning permission and windfall, there is a supply of 6,441. Against the need for new housing of 11,250, this leaves 4,809 homes still to find sites for. In light of the identified housing need and the 4,809 dwelling 'gap', it was appropriate that the Council considered greenfield sites and previously developed land for development in the short term.
- 4.33 The Council adopted a Local Plan Housing Statement in 2016 which set out sites that were considered favourably in order to contribute towards the objectively assessed housing need and to significantly boost housing supply in the Borough. The application site has been recognised within the Local Plan Housing Statement as a site suitable for development (for an indicative number of 300 dwellings) and has also been identified as a site suitable for early release. The site is referenced as UE68 Forty Acres. See plan below.



Map 1: UE64 Site Reference

- 4.34 With the adoption of the Local Plan Housing Statement, the Council will be able to boost housing supply through the delivery of 'early release' sites (before the Havant Borough Local Plan 2036 is in place). As such, the Borough's modest shortfall against the five year housing requirement, together with the steps being taken to bring the Local Plan up-to-date must be considered in the overall planning balance in the determination of planning application and appeals.
- 4.35 The Local Plan 2036 remains an emerging document. As such, this document has limited weight which can be applied when determining applications for proposed development. However, it is important to acknowledge that the application site has been allocated (Policy H15) within the emerging local plan as a site suitable for development further to the Local Plan Housing Statement and consideration should be given to the criteria within Policy H15.

H15 | Forty Acres

Mixed use development comprising about 300 dwellings, a convenience store and allotments will be permitted where:

- a. The following assessments are submitted to support a planning application:
 - i. Flood Risk Assessment
 - ii. Drainage Strategy
 - iii. Ecological Assessment
 - iv. Arboricultural Assessment
 - v. Heritage Statement
 - vi. Noise Impact Assessment
 - vii. Air Quality Assessment
 - viii. Contamination Land Investigative Report to include gas monitoring
 - ix. Transport Assessment
 - x. Travel Plan
- b. The development of the site must be master planned and delivered in a comprehensive manner;
- c. The convenience store is located at a gateway point to the development and should have a maximum net sales area of 280sqm;
- d. Residential and retail development should be located in the northern section of the site, avoiding flood zones 2 and 3 and the gas pipeline;
- e. Infrastructure is delivered comprehensively across the site and nearby sites (H41, H44 & H45) in a coordinated and timely manner;
- f. Mitigation for Solent Waders and Brent Geese is provided upfront, prior to development, and to the satisfaction of the Council in line with Policy E17;
- g. Off-site highway improvements are made including a pedestrian and cycle crossing on the Rusty cutter roundabout and a crossing to the north side of the A2030;
- h. An appropriately scaled contribution is made for the expansion of Morelands School or the provision of a new primary school;
- i. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval; and
- j. The design and layout:
 - i. Secures appropriate vehicular and pedestrian access from the A3020 and associated highway improvements;
 - ii. Secures an acceptable relationship between the new dwellings and the A3(M) and A3020 through separation and/or other appropriate mitigation measures;
 - iii. Considers the significance of the Building of Local Interest and its setting;
 - iv. Provides an appropriate street frontage and relationship with residential properties on Havant Road;
 - v. Secures an appropriate relationship between the rear of residential properties on Westways and their residential amenity in terms of loss of privacy, outlook and overshadowing;
 - vi. Integrates pedestrian and cycle routes within the development, and between the development and the Rusty Cutter roundabout;
 - vii. Incorporates on-site public open space, including the provision of allotments in the southern part of the site, in line with Policies E2 and E19.

4.36 The policy suggests a convenience store within the site. Barratt David Wilson Homes have submitted representations to the Council confirming that all the main typical convenience store operators within this sector have rejected the site. Such operations are dependent on a core of 1,500-2,000 houses within a 0.5 mile radius without competition, but with other attractions to bring customers to the site. There is insufficient catchment for the site given the numbers proposed and general pressure on the retail market. Although limited weight should be given to the criteria in emerging Policy H15, the proposed scheme does comply with the majority of the requirements. In regards to part a, all documents listed have been submitted in support of the application. The site will be carried out in a comprehensive manner with Barratt David Wilson Homes building out the whole site in accordance with part b.

- 4.37 Whilst the site is located partly within Flood Zones 2 and 3, the residential portion of the development is situated wholly within the Flood Risk Zone 1 area. A Flood Risk Assessment is submitted in support of the application. As such the proposals comply with part d.
- 4.38 A Winter Bird Mitigation Strategy has been submitted in support of the application to mitigate for Solent Waders and Brent Geese. This accords with part f.
- 4.39 Off-site highway works are proposed along Havant Road, to the Rusty Cutter roundabout and to Bedhampton Hill. This is to improve pedestrian and cycle links in the area. Full details are set out in the Transport Assessment. As such the proposed accord with part g.
- 4.40 Since publication of the draft Local Plan, Hampshire Country Council have confirmed that the catchment area is to be amended so that Bidbury Infant and Junior School will be the catchment school for the development site. As such a financial contribution would not be required towards the expansion of Moreland's School.
- 4.41 A Utilities Statement has been submitted in support of the application. Consultation has been carried out with Portsmouth Water to determine capacity within the network surrounding the site to serve the development needs. The current proposals do not anticipate the requirement for off-site reinforcement works to serve the current development. As such the proposals comply with part i.
- 4.42 In regards to the layout and design, a Design and Access Statement has been submitted in support of the application. The proposals have had full regard to residential amenity, requirement for allotments, play provision, and cycle and pedestrian connections. Barratt David Wilson Homes is committed to ensuring that all their schemes meet Building for Life 12 (BfL12). BfL12 is based on the new National Planning Policy Framework and the Government's commitment to building more homes, better homes and involve local communities in planning.

5. Planning Issues and Appraisal

Principle of development

- 5.1 The application site comprises a greenfield site which has previously been used for local events including car boot sales.
- 5.2 The site has been considered through the 2016 SHLAA process and as a result has been allocated as a site which is suitable for development within the adopted Local Plan Housing Statement

(adopted December 2016). It is also allocated for housing under Policy H15 of the Local Plan 2036 which remains an emerging document.

- 5.3 The National Planning Policy Framework (NPPF) includes 12 Core Principles which should underpin decision making. These include pro-actively driving and supporting sustainable development to deliver new homes; making every effort to meet the housing needs of an area; responding positively to wider opportunities for growth; and encouraging the effective use of land by re-using land that has been previously developed. Further, paragraph 49 of the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development, which for decision taking means granting planning permission, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 5.4 Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life,
- 5.5 Paragraph 29 of the NPPF states that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Paragraph 30 of the NPPF states that Local Planning Authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
- 5.6 The site is accessed via Havant Road (A2030), with a good quality footway provided on the northern carriageway only. The Havant Borough Council Cycle Map identifies Havant Road as being part of the wider cycle network link.
- 5.7 The 21 and 23 bus route operates along Havant Road and provides a connection to the neighbouring towns. The Bedhampton Hill bus stop is located directly outside the site and consists of a bus pole and flag with a bus shelter. The 21/23 serves Havant, Leigh Park, Farlington, Copnor, Cosham, St Marys Hospital, Portsmouth City Centre, and Southsea. The service is operated by Stagecoach.
- 5.8 The site is within walking distance to a range of everyday services and facilities. The site is approximately 300m from St Andrews C Of E Church and 600m from a Tesco express store, take-away, and Public House. The East Lodge Recreation Ground is a 300m walk through from the site. Approximately 2.5km from the site is Sainsbury's and Homebase. The Solent Junior and Infant Schools are within 1.34km of the site and Springfield School within 1.9kms.

- 5.9 On this basis, it is considered that the site is well placed to service a sustainable development with ample opportunities for pedestrians, cyclists, public transport users and commuters, located adjacent to established and recently consented residential development.
- 5.10 Furthermore, the location of the site adjacent to the strategic road network limits the development impact on the local roads and in turn reduces the likelihood of rat running through existing residential areas.
- 5.11 Significant environmental and social benefits are proposed within the development. The scheme proposes the following:
- The retention of the existing network of trees (wherever possible);
 - The inclusion of a new network of trees across the site to mitigate for loss of existing trees;
 - A network of open spaces and a naturalistic Local Equipped Area of Play (LEAP) which is well integrated into the landscape and provides creative opportunities for play;
 - Pedestrian connections to the Havant Road and the creation of an internal network of footpaths and footpath loop which connect the residential zone to the proposed Nature Park;
 - Proposed soft landscape materials are sensitive to their setting and climatic conditions. A diverse mix of grasses and native planting species are proposed within the open space to increase habitat types and provide ecological improvements;
 - The creation of a Winter Bird Mitigation Area; and
 - The inclusion of allotments and a community orchard to help promote local food production and 'grow your own'
- 5.12 An Economic Benefit Assessment has been submitted in support of the application. It sets out the potential economic and community impacts for the proposed residential scheme. The proposed development represents an opportunity to support private sector capital investment into the local economy of Havant, and will deliver a quantum of new housing that will create a range of direct, indirect and induced economic impacts in the local area that are both quantifiable and non-quantifiable.
- 5.13 The proposed residential-led development will also benefit the local community in a number of less tangible ways, including:
- Improving the residential environment in Havant by delivering a high-quality housing scheme which helps meet the needs of future household growth;
 - Delivering new high quality family homes at a range of sizes to meet local needs;
 - Supporting the delivery of 96 additional affordable housing units that are much needed in the area; and

- Supporting the sustainability of local shops and services within the Borough.

- 5.14 It is considered that the proposed development provides, environmental, social and environment benefits and is therefore considered as Sustainable Development as set out by the NPPF.
- 5.15 Pre-application advice was sought at an early stage with Havant Borough Council who have confirmed that the Council will support the principle of residential development on the site ahead of the adoption of the Havant Borough Local Plan 2036 and in-line with the Local Plan Housing Statement, subject to compliance with the remainder of the policies in the Adopted Local Plan and the Guiding Principles contained within the Housing Statement.
- 5.16 The residential proposals for this site accord with the NPPF and the Council's development aspirations for this site. They constitute an effective and sustainable use of a greenfield site, which will make a significant contribution towards meeting local housing needs and will support the vitality and viability of the local area as new residents will have convenient access to a range of local shops, services and facilities.

EIA Development

- 5.17 Barratt David Wilson wrote to Havant Borough Council on 20th November 2017 to request a Screening Opinion, in accordance with Regulations 5 (1) of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 to establish if the proposed development, in the opinion of Havant Borough Council, amounts to EIA development.
- 5.18 A formal response was received from Havant Borough Council on 4th January 2018 which concludes that the schemes scale, nature and location would be unlikely to result in significant environmental effects and as such associated proposed assessments to accompany a planning application and likely mitigation measures is not anticipated. The Local Planning Authority considers that the proposals submitted for this site was not EIA Development.

Impact on the amenity of adjacent residential properties

- 5.19 Paragraph 17 of the NPPF sets out the Government's Core Planning Principles. These include always seeking to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 5.20 Havant Borough Councils adopted High Quality Design Policy (CS16) and the Havant Borough Council Design Guidance (SPD document) sets out further guidance ensuring good levels of residential amenity in terms of privacy and the provision of amenity space.

- 5.21 The development has been carefully designed to ensure good levels of amenity for both neighbouring occupiers and future residents. To this end, the design approach to the siting and orientation of the buildings, the internal layouts and placement of windows, balconies and external amenity spaces has been thoroughly considered.
- 5.22 The nearest properties to the proposed dwellings would be the residential properties adjacent to the western boundary within Westways. These properties would have an approximate 'back to back' distance of 35 metres. The residential properties to the southern end of the western boundary would have an approximate separation distance of 24 metres (this is in relation to the rear of the existing dwellings within Westways and the side elevation of the proposed dwellings).
- 5.23 The development would be set back from the main Havant Road by approximately 22 metres and in excess of 60 metres from the residential properties on the northern side of Havant Road.
- 5.24 The proposed care home has been designed so that it does not exceed two storeys in height and is set back from the northern boundary of the site (adjacent to Havant Road) by 23 metres. The proposed care home would be set back from the western site boundary by 22 metres at the top end which increases to approximately 34.5 metres towards the southern end.
- 5.25 On this basis, there would be a sufficient separation distance between the proposed development to mitigate any impact in terms of loss of privacy/overlooking.

Design of Residential and Care Home

- 5.26 The NPPF states that good design is a key aspect of sustainable development (paragraph 56) and planning decisions should ensure that developments add to the overall quality of the area; establish a strong sense of place; optimise the potential of a site to accommodate development and support local facilities and transport networks; and respond to local character and history.
- 5.27 The housing is of a mixed type and scale, with distinct style variations of traditional detailing and palette of materials. The majority of the development consists of 2 storey houses, with some 2.5 storey houses and a number of 3 storey apartment buildings placed strategically within the core of the scheme.
- 5.28 Specific corner-turner homes are provided to enhance the street scene, provide active frontages and satisfy enhanced Secure by Design principles, to limit blank gables. Plot frontages have also been designed to make quite clear where the entrances are. The use of render and tile hanging is proposed to reflect the appearance of properties along Havant Road. The materials are used to enhance the appearance of the properties at key points throughout the site.

5.29 The Care Home is located to the North West corner of the site and has been designed so that it is 2 storeys in height which is reflective of the surrounding residential development with elevations which are symmetrical with unique and attractive glazing features.

5.30 Reference should be made to the Sections and Streetscenes submitted as part of this application as this will provide a visual interpretation of the information contained above. Furthermore the Design and Access Statement explains the design rational for the proposals.

Layout

5.31 The site is a rectangular parcel of land, located to the south of the A2030 Havant Road. The site abuts the existing residential area of Westways on the western boundary and is surrounded by proposed public open space and biodiversity to the south and east respectively. The proposed design responds to the surrounding environment, the site constraints and the perceived requirements of the Local Area and community.



5.32 The scheme has been designed with a grid/orthogonal street pattern which reflects the surrounding residential areas. It provides a strong frontage (without direct access) onto the A2030 Havant Road. The scheme provides attractive frontages establishing a street pattern to integrate residential properties and public open space. The design also incorporates key 'set piece' features such as 'crescents and squares' also seen in Westways.

- 5.33 Within the site, the roads and footpaths have been designed to provide direct and secure access to all properties. This is achieved whilst meeting minimum adoptable standards.
- 5.34 The existing tree belts running north to south will provide key vista corridors running towards the public open space to the south. Active frontages are proposed onto these green spaces together with a footpath/landscape desire routes to link both the public open space and Havant Road areas. These will provide safe and attractive routes for children up to Havant Road on their journey northwards towards local schools and amenities. Within the site corner turn properties are proposed to enclose the green squares, crescent and streets and act as vista stops within the site.
- 5.35 The SUDS system has also been positioned to reflect the topography of the site. Active frontages will be provided onto these areas overlooking the public open space on the Southern boundary.
- 5.36 There are a number of pedestrian/cycle only routes identified within the proposed site layout. A cycle footpath will be provided in parallel to the A2030 within the landscape verge. This will connect the existing residential area of Westways with the eastern biodiversity area and beyond to connect with the Bedhampton Roundabout (known locally as the Rusty Cutter Roundabout).
- 5.37 North/south pedestrian cycle links are provided at various points across the development. These will follow existing tree lines and desire lines to link in with the proposed public open space and SUDs areas to the south of the development.
- 5.38 Streets have been designed to provide a more formal arrangement which is reflected in the proposed arrangements of buildings, footpaths, on street parking and traffic calming. Courtyard areas are designed as traffic calmed zones, creating spaces where pedestrians and cyclists have priority over vehicles.
- 5.39 Refuse storage is provided on plot, either to the rear or side of properties. However, for the proposed apartments refuse storage will be located within the block or in a communal bin store. Provision for servicing of the site is provided with adequate on-site turning facilities for refuse and emergency vehicles, therefore ensuring such vehicles can enter and exit the proposed development site in a forward gear. Vehicle tracking exercises demonstrating turning manoeuvres are submitted in support of the application.
- 5.40 A central green link has been designed as part of the layout to provide additional social and interactive space.

5.41 The seven hectares of public open space will also incorporate a specific children's play area. The proposed built form will front onto this area.

5.42 In general, the design as a whole:

- Promotes character in townscape and landscape by responding to local character and need.
- Responds to site constraints
- Provides a quality public realm in promoting attractive, safe and uncluttered public spaces and routes
- Promotes accessibility and local permeability with priority to pedestrian and cyclist
- Promotes legibility through recognisable routes and public spaces
- Incorporates streetscape with continuity and enclosure
- Affordable Housing pepper potted throughout the development and indistinguishable from the private.

Housing Mix and Density

5.43 Paragraph 50 of the NPPF states that to deliver a wide choice of high quality homes and to create sustainable inclusive communities, LPAs should plan for a mix of housing based on current demographic trends and the needs of different groups in the community. The scheme provides 30% affordable housing provision in accordance with the Council's policies. An Affordable Housing Statement has been submitted in support of the application.

5.44 Policy CS9 of Havant Borough Councils Adopted Core Strategy states that planning permission will be granted for proposals that provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contributes to the development of mixed and sustainable communities. Furthermore, planning permission will be granted for housing proposals that contributes to achieving 450 extra care dwellings between 2006 and 2026.

5.45 The mix of dwelling sizes accords with the South Hampshire Strategic Housing Market Assessment, which identified the need for these size dwellings within the Havant area.

5.46 The proposed development will deliver the following mix of housing:

Private Units	Number of Units	Affordable Units	Number of Units
1 bed apartments	0	1 bed apartments	20
2 bed houses/apartments	67	2 bed houses/apartments	36
3 bed houses	129	3 bedroom houses	40
4 bed houses	28	4 bed houses	0
Total	224		96

5.47 The proposed care home will provide 66 single occupant bedrooms with shared communal facilities (including a lounge, dining areas, bistro, bathrooms etc.)

5.48 The overall development will provide a range of dwelling sizes in order to create sustainable communities and offer a choice of housing. In light of the demonstrable need for a range of dwelling sizes within the borough, it is considered that the mix of dwelling sizes proposed is wholly appropriate and is in accordance with relevant national and local policy in this regard.

5.49 Policy CS9 states that the density of new housing will depend on its design and appropriateness to its location. As a guide the following minimum density thresholds have been developed using the Havant Borough Townscape, Landscape and Seascape Character Assessment and the levels of accessibility to a range of facilities:

High Density – Minimum of 60 dwellings per hectare

Medium Density – Minimum of 45 dwellings per hectare

Low Density – Up to 45 dwellings per hectare

5.50 Where the quality of design justifies it, much higher densities could be achievable. This is likely to be more appropriate in town centres or highly accessible locations. Seeking higher density in such locations will reduce the requirement for greenfield land release and ensure that more people have excellent access to jobs, public transport, shops and services. It is not intended that density requirements should be too prescriptive as it is often a difficult balance between maximising the use of the land and reflecting surrounding built character and the amenity of neighbouring residents. This is therefore best assessed through individual planning proposals through the development management process. However, it will always be important to maximise the use of PDL in accordance with PPS3.

5.51 The proposed development equates to 41 dwellings per hectare which would equate to low density development. Given the constraints of the site i.e. tree belts, Flood Zones 2 and 3 and the gas pipe the density is considered to be entirely appropriate.

Landscape

5.52 There are no landscape designations which cover the site. In terms of other landscape related designations, the western section of the site forms a Site of Importance for Nature Conservation (SINC); three treebelts are covered by a Tree Preservation Order (TPO); and one of the Forty Acre barns is a local building of interest.

5.53 The Council's Landscape Capacity Study assessed the site as suitable for development, recommending that a development parcel be located in the northern and western sections of the site. The site therefore is included in the emerging Local Plan 2036 as a residential site and is subject to its own policy. The site lies within Havant Borough LCA 41: South Moor and Broadmarsh Coastal Park and is typical of the market gardening landscape type described in the assessment, contained by transport corridors. The assessment identifies that Forty Acre Farm is currently isolated.

5.54 A combined Landscape/townscape and Visual Impact Assessment and Landscape Design Statement has been submitted in support of the application. It states that the proposed development would represent a logical extension to an existing settlement.

5.55 The changes arising from the development are assessed to only effect the landscape resources and ultimately therefore the landscape character of the site, with little - to no effect to the landscape/townscape receptors or character at the wider level. Wholescale change will occur to the character of the Site, with the introduction of built elements and open spaces to be used for recreation, sustainable drainage and ecological enhancements.

5.56 The most noticeable visual change arising from the proposed development would be for the road users of Havant Road and residents along the north side of Auriol Drive and along the eastern edge of Westways to the west. The views would be direct and in close range of the site, albeit some views would be partly filtered by existing boundary vegetation. Residents on the land to the north, rising up towards Portsdown Hill Road would have more distant and elevated views to the proposed development, seen in context with existing development in their foreground, with the back drop of the A27 corridor and the coastline beyond, being retained. While development would be brought forward in these views, overall, the character and amenity of the panoramic views would be retained.

5.57 The proposed development also offers opportunity for long term management of the site and its peripheral mature vegetation and provision of an additional robust structure of green infrastructure incorporating a diverse range of planting and grasslands, including within the areas of sustainable drainage. There would be the provision of a significant area of new publicly accessible open space. The development is proposed to be well connected to existing settlement and associated pedestrian routes. In conclusion, therefore, with careful consideration of the constraints and opportunities of the site, an appropriate development can be provided without substantial harm to views, but which provides a number of community and landscape benefits.

Trees

5.58 A Tree Preservation Order was served in 2016 protecting three groups of trees on the edge of the western boundary and within the central areas of the site. This is referenced as TPO No. 2049/2016. The site is structured by tree cover associated with field boundaries which will be retained to reflect the positive characteristics of the existing area and provide a setting for the residential parcels and structure to the proposed Nature Park to the south. The retained trees will be supplemented by new tree planting to provide visual amenity for people within the site and surroundings and retain existing green corridors which have important ecological functions. Two distinct linear belts of existing trees will be retained and will provide instant structure and tree cover within the areas identified for development.

5.59 Barrell Tree Consultancy have produced a Tree protection plan showing the "Location of trees, categorization & protection/management proposals for the site. The drawing shows that the selection of trees for removal is based on the following key factors:

- Provision of safe access into and out of the development at two points from the B2177 Portsdown Hill Road to the north. This requires two tree groups and one individual tree to be removed.
- Enabling effective vehicular access throughout the built element of the proposed development - requiring removal of four groups of trees that form part of the two western north-south running tree belts. Further additional tree groups and individual trees are proposed to be removed from these tree belts within the proposed large open space to the south. In limited locations, this enables pedestrian access through this space.
- Additional individual trees and tree groups proposed to be removed from the proposed southern open space, of which 9No trees and 4No tree groups are to be felled for management reasons. All of the latter are designated as category 'U'.
- Removal of the southern and central sections of the tree belt within the area proposed as Brent Goose Mitigation land, in order to provide suitable habitat in this location.

- 5.60 A total of 9 No trees and 18 No tree groups / parts of tree groups are required to be removed for development reasons. All of the individual trees proposed to be removed are designated as category 'C'. Of the tree groups/parts of tree groups proposed to be removed, 5 No are 'B' category, and 13 No are 'C' category.
- 5.61 New tree cover will largely be located within the strategic green space to the south of the residential area and within the new development parcels associated with new green spaces and streets.
- 5.62 Key tree planting proposals include:
- The introduction of local native tree species at the intersection of corridors and green nodes / spaces to reinforce the wooded character and setting of the site and surroundings.
 - The diversification of tree species across a site. This will enhance biodiversity (habitats and movement networks).
 - Tree planting that will contribute to the character of the new development and its surroundings. The design and selection of tree species plays an important role the provision of distinct character areas within the site and contributes to the reinforcement of existing character. Tree planting is distinctive and reflects the positive characteristics of the existing landscape, the existing climatic conditions, as well as the proposed character areas within which they are proposed.

Open Space Requirements

- 5.63 The Local Plan (Allocations) document and the Open Spaces Plan Review (November 2012) sets out quantitative standards for open space. These guidelines are used in assessing the appropriate relevant amount of open space provided in new (usually residential) developments. Considering the emerging Local Plan policy E2 in relation to the provision of 1.5ha of open space per 1,000 population, the proposed development would generate a population of 734 people (based on the proposed accommodation schedule) which would generate a need of 1.10ha of open space. The proposed development significantly exceeds this requirement by 10 fold. The areas of open space illustrated on the current masterplan proposals are found in the table below.

Open Space Type	Area (sq m)
Natural and Semi-natural Green / Open Space (excluding SUDS basins and wildlife scrapes) (includes the footpath and land surrounding the Brent Goose	93,725
SUDS Basins	5,879
Wildlife Scrapes / Mudflats	885
Equipped Play Area	1,860
Green Corridors / Informal Green Spaces within the Built Area	12,106
Northern Green Frontage	4,218
Brent Goose Mitigation Land	34,701
TOTAL	138,308 sq m (approx. 13.83 ha, equivalent to around 60% of the total Site area of 22.90ha)

Archaeology

- 5.64 Forty Acre Farm has been considered for its below ground archaeological potential as part of an Archaeological Desk Based Assessment which has been submitted as part of the formal planning application.
- 5.65 In terms of relevant nationally significant designated heritage assets, no World Heritage sites, Scheduled Monuments, Historic Battlefield or Historic Wreck sites are identified within the study site or its immediate vicinity. In terms of relevant local designations, the site contains no designated or undesignated heritage assets currently recorded.
- 5.66 The site is considered to have a low potential for Palaeolithic and post-medieval, a low to moderate potential for Roman and medieval, and a moderate potential for Mesolithic, Neolithic, Bronze Age and Iron Age archaeological evidence. The potential for Palaeolithic evidence is subject to change once a greater understanding of the underlying geology at the study site is achieved.
- 5.67 It is considered that the proposed development of this site is likely to have an archaeological impact, through the excavation of foundations, services and landscaping. However, it is

considered that this can be mitigated through archaeological monitoring of below ground site investigation works.

Flint Cottage – Building of Local Interest

- 5.68 Within the site is an existing flint cottage that has been defined by Havant Borough Council as a building of local interest. Policy CS11 of the Local Plan states that development should protect and where appropriate enhance the borough's statutory and non-statutory heritage designations by appropriately managing development in or adjacent to conservation areas, listed buildings, scheduled ancient monuments, historic parks and gardens, archaeological sites, buildings of local historic or architectural interest.



- 5.69 The Flint Cottage is a stone building that is dilapidated with part of the roof open and the remainder covered in corrugated steel sheets. The building is not weather tight and is wholly open to the elements. The building is currently vacant and has no purpose. The building could not be occupied without substantial conversion. This building does not form a function and has not been maintained or protected over the years. It is hidden from view by an ad-hoc conversion of a barrelled roofed agricultural building. It is not visible from any public footpaths or from the main road. As such the loss of this building would not adversely affect the character and appearance of the area.

Impact on Highway Network

- 5.70 A Transport Assessment has been submitted in support of this planning application. The Transport Assessment contains information on site accessibility, personal injury accident data, the proposed accommodation schedule, car and cycle parking requirements, visibility and access

arrangements, servicing arrangements, trip assessments, traffic impact and capacity assessment on the local road network (LRN) and draws conclusions from the overall assessment.

- 5.71 The trip generation associated with the proposed development has been calculated using the industry standard TRICS database. The trip generation assessment indicated the proposed development would generate a total of 1584 daily vehicle trips, with 172 vehicle trips in the AM peak and 174 vehicle trips in the PM peak.
- 5.72 It has been established through pre-application discussions with Hampshire County Council highway officers that several junctions on the local road network need to be assessed in terms of quantifying the impact of the development. These junctions are:
- Site Accesses;
 - Havant Road/Auriol Drive;
 - Havant Road/Bedhampton Hill;
 - Rusty Cutter Roundabout; and
 - A27 Teardrop Junction
- 5.73 The modelling results do not present a severe impact of the proposed development on any of the junctions modelled when also considering committed development with the growth in baseline traffic resulting in the largest increases in RFC/DoS, queue and delay.
- 5.74 The highway works proposed are therefore deemed sufficient to ensure pedestrians and cyclists can safely cross the north of the Rusty Cutter and also ensure traffic flows around the roundabout without causing severe delay or queues. It is therefore still considered that the proposed development would not result in a severe impact on the operation of the Rusty Cutter roundabout and it is instead the growth in baseline traffic and required pedestrian works that would have the greater impact on capacity.

Travel Plan

- 5.75 A Travel Plan has been prepared by Paul Basham Associates to support the application.
- 5.76 A Travel Plan is a strategy that aims to manage the access demands of a site by ensuring that the travel needs of its users are met by a range of transport modes. A Travel Plan is an evolving process informed by site visits and discussions between key stakeholders including HCC to ensure that targets remain relevant and achievable.
- 5.77 This TP's primary aim is to reduce the reliance on the private car whilst increasing the use of sustainable transport modes thus creating a sustainable development by reducing the impact of

the developments travel demands, and by raising awareness of sustainable travel practices available to residents, staff and visitors.

- 5.78 This TP has proposed indicative TP targets and measures that have been based on modal splits calculated from 2011 Census data. These targets and measures would be reviewed, revised and agreed with HCC's TPO before the start of the TP. A baseline TRICS SAM survey would be undertaken at 100th occupation to establish baseline modal splits. The overall aim of the TP would be to decrease single occupancy vehicle trips by 5% over the course of 5 years. Whilst targets have not been specifically set for the care home element, a TPC would be identified who would promote sustainable travel options to residents, staff and visitors.
- 5.79 In order to meet the key objectives of this TP, a number of measures are proposed for implementation from an early stage. Such measures primarily focus on initial infrastructure improvements and establishment of the TP within the site and informing residents and staff of the site's TP. Meeting these measures at an early stage will help the travel plans targets to be achieved in the long-term, supported financially by travel vouchers.
- 5.80 The TP would require the appointment of a TPC for each site use. Once appointed they would be responsible for each element of the TP's development. The TPC would oversee the implementation of all aspects of the TP and would liaise with HBC, HCC, Barratt David Wilson Homes, the care home operator, residents and staff. The TPC would raise awareness and encourage the use of more sustainable transport modes.

Car Parking and Cycle Storage

- 5.81 The proposed development provides a total of 758 parking spaces for the general housing with 694 spaces for residents and 64 visitor parking bays. This level of parking is in accordance with Havant Borough Council's Parking Standards for allocated and unallocated spaces and visitor parking. The development would also provide cycle parking in accordance with HBC standards. The care home would have 28 parking spaces and 8 cycle storage spaces which given the intended end users is considered sufficient to cater for all demand.

Flood Risk and Drainage

- 5.82 The site lies mainly within flood zone 1, considered to be at low risk of flooding from rivers or sea, whilst the southern and south western parts lie within Flood zones 2 and 3 considered to have a medium to high risk of flooding from the sea.
- 5.83 Hampshire County Council (HCC) are the Lead local flood Authority for Havant Borough Council and statutory consultee on surface water management on all planning applications within the

County. The surface water management section should ensure that there is no adverse impact on flood risk elsewhere as a result of a change in the surface water runoff regime from the re-development. A meeting was held with the LLFA on the 7th July as part of their pre-application process. Details of the key elements of the constraints and opportunities discussed at the meeting relating to the surface water drainage strategy and flood risk.

Some of the key elements of the meeting which have been considered in the development of the surface water drainage strategy are as follows:

- Consideration of infiltration drainage, if feasible;
- Using green corridors where possible to take exceedance flows;
- Surface level SuDS features such as wet pond would be considered highly beneficial;
- Attenuation basins to be located outside of the flood zones and consideration to the effect of tide lock should be undertaken to assess impact to onsite attenuation

5.84 The drainage strategy has been developed with the above key items in consideration. The use of both attenuation basins and ponds are proposed within the surface water drainage scheme and whilst part of the basins are located within Flood Zone 3 (tidal flood zone), the levels of the basin have been raised and the impact of tide lock considered as part of the attenuation scheme, this mitigates the potential impact of placing the basins within the designated flood zone.

5.85 The principles of placing the attenuation basin and features within Flood Zone 3 and mitigating this through raising the levels above the tidal peak flood level were agreed in principle with the EA. A Flood Risk Assessment and Utilities Statement have been submitted in support of the application.

Noise and Air Quality

5.86 WYG have undertaken an Air Quality Assessment for the proposed development. The potential effects during the construction phase include fugitive dust emissions from site activities, such as demolition, earthworks, construction and trackout from construction vehicles. The impacts during the operational phase take into account exhaust emissions from additional road traffic generated by the proposed development. During the construction phase, it is anticipated that dust sensitive receptors will potentially experience increased levels of dust and particulate matter before using any mitigation and control measures. However, these are predicted to be short term and temporary impacts. Throughout this period, the potential impacts from construction on air quality will be managed through site specific mitigation measures detailed within this assessment. With these mitigation measures in place, the effects from the construction phase are not predicted to be significant. The assessment of the significance of the effects associated with both the committed and proposed developments with respect to NO₂ exposure is determined to be 'negligible' for all receptors. With respect to predicted PM₁₀ exposure, the significance of the

proposed development is determined to be 'negligible' all receptors. Following the adoption of the recommended mitigation measures during the construction and operational phases, the development is not considered to be contrary to any of the national, regional or local planning policies. Based on the assessment undertaken and data, methodology and assumptions used within this assessment it is concluded that the site is suitable for the proposed development.

5.87 A Noise Assessment has been submitted in support of the proposed residential development. It concludes:

- The proposed development is not expected to have an 'adverse impact' on health or quality of life.
- Given that the site is located adjacent to similarly sensitive residential properties, it is not considered that any nearby businesses would be restricted by the introduction of the sensitive use of the site.
- The development is situated in a CPRE Zone 3 area of tranquillity (Zone 1 being the least tranquil and Zone 10 being the most tranquil), as such is not considered to be an area of tranquillity and the development would have a negligible impact on the tranquillity of the area.
- The recommended WHO/BS 8233 internal noise levels are generally exceeded across the site during the daytime and night-time, assuming a windows-open scenario. Standard double glazing with a sound reduction of $R_w + C_{tr} 30$ dB is sufficient across the majority of the site in order to achieve the target internal noise levels when windows are closed, however, enhanced glazing is required for plots facing Havant Road, the A27 and the train line. In order to meet internal targets for noise levels.
- Alternative ventilation (e.g. trickle vents) will be provided for all bedrooms and living rooms in dwellings across the site.
- All private external amenity areas receptors are below BS 8233 upper guideline values for L_{Aeq} with fences constructed from brick or solid timber panels with no gaps and be a minimum of 1.8 metres high.

5.88 Accordingly, the proposed development satisfies the relevant policy considerations set out in the NPPF and the PPG: Noise.

Ecology

5.89 WYG were commissioned to undertake an extended Phase 1 habitat survey of the site. It recommended that further surveys were carried out for wintering birds, reptiles and bats. These surveys have been undertaken and the reports submitted in support of this application. The report recommends that boundary features are retained on site where possible, including all hedgerows and reinforced with native species of local provenance. It is recommended that any removal of

vegetation and demolition of buildings with nesting potential are undertaken outside nesting bird season, which runs from March to September inclusive. If this is not possible, then a thorough check for nesting birds should be made prior to clearance. A bat sensitive lighting scheme should be designed to direct lighting away from areas of retained habitat to provide dark corridors for commuting bats within and around the final development. It is recommended that the use of Breathable Roof Membranes is avoided within new buildings to prevent impacts to bats.

Winter Bird Mitigation Strategy

- 5.90 The site encompasses H04B and H04C which have been monitored for the presence of Brent geese as part of the Solent Waders and Brent Goose Strategy. H04B is also listed as a SINC - Forty Acres Farm B – designated due to the historic presence of large numbers of Brent geese. Using the latest data from winter bird surveys across the Solent (which incorporates spatial considerations such as movements rather than just numbers), H04B has been listed as 'low use' and H04C as a 'secondary support site'.
- 5.91 A total of 35 species were recorded within the survey area during the WYG wintering bird surveys undertaken between October 2015 and March 2016. Brent geese were noted feeding on the southern extent of the site, west of the industrial area. Red listed curlew were noted along the south eastern extent of the site in the clover ley field, as well as two noted west of the industrial area in the cloverley. Red listed herring gulls were noted flying low over the site. Amber listed oystercatcher were noted on two occasions feeding along the southern boundary of the site, west of the industrial area, as well as seen feeding east of the industrial area in the clover ley field. Amber listed black-headed gull were noted feeding along the southern boundary west of the industrial area. During bird counts, records were made of the frequency of potential disturbance events to birds within the survey areas. The industrial area within Forty Acre Farm has regular commercial visitors with associated vehicles. One walker with a dog was observed on two occasions, once on 26th October 2015 and again on 4th February 2016 walking the boundaries of the site. No wintering birds were noted utilising the site at the time of these disturbance events.
- 5.92 Current management of the site is poor for wintering birds, with cereal crops not present during the winter which would provide potential foraging habitat. Previous use of the site for car boot sales also led to frequent disturbance events.
- 5.93 H04C is currently listed as a Primary Support Area for Brent geese under Policy E17 of the Draft Havant Local Plan. It is considered that enhancement of this area, followed by appropriate management in perpetuity, will increase the value to that of a Primary Support Site (as a minimum) and adequately mitigate any adverse effects as a result of the proposed development.

- 5.94 In order to maintain and improve the quality of foraging habitat within the mitigation area it is proposed that a suitable improved grassland is established to provide an optimal food source for brent geese. This will comprise a mix of predominately perennial rye grass and clover and will be sown as part of the preparation of the site. This has been chosen to provide suitable habitat every year. In order to further improve the suitability of the site for brent geese, the existing tree line within the site will be removed to improve visibility (brent geese prefer larger field compartments).
- 5.95 In order to improve the habitat suitability for other wading birds (either qualifying species for the SPA or part of the qualifying assemblage) it is proposed that wader scrapes are created within the open space area south of the development site. These will be of irregular shape and depth (up to 0.5m) in order to create a range of conditions and support different species. The primary objective is to hold water during the winter, but it is anticipated that deeper areas will also hold water for part of the summer and provide an enhancement for breeding birds.
- 5.96 The scrapes will be located to the south of the development site, adjacent to the proposed SuDS for the Site. This location provides a number of advantages, primarily the possibility of allowing treated surface water from the SuDS basin to top up the water level in the scrapes. Secondly, it is recommended that the scrapes are irregular in shape to maximise the length of edge habitat (more valuable than the central area). They will also collect coastal flood water in this area of the site. It is proposed that access to the mitigation area is provided via a new farm gate at the north-west corner of the site.
- 5.97 Full details can be found in the Winter Bird Mitigation Strategy submitted in support of this application to mitigate for potential adverse effects upon Brent geese and to make sure that there is no negative impact upon the integrity of the Chichester and Langstone Harbours SPA and Ramsar.

Biodiversity Net Gain

- 5.98 The proposed development seeks to achieve a quantitative net gain in biodiversity. Landscape proposals incorporating the above measures are detailed within the combine Landscape/Townscape and Visual Impact Assessment and Landscape Design Statement submitted in support of this application.
- 5.99 Based on this assessment, it is anticipated that there will be an increase from 97.4 biodiversity units to 120.98, an increase of 23.58 or approximately 20%. Provided that these areas are implemented as proposed, the target condition is achieved and the implementation timescales (5 years) to reach that condition are met, this represents a significant net gain for biodiversity as a result of the

proposed development. Further details on biodiversity net gain are contained within the Phase 1 Habitat Assessment.

6, Conclusion

- 6.1 The application site has been allocated for housing in the adopted Housing Statement and emerging Local Plan under policy H15. As such the principle of residential development is therefore considered acceptable. The proposed development will make beneficial use of this site and deliver high quality residential accommodation in a sustainable location which will make a significant contribution towards meeting the housing needs and targets of the borough.
- 6.2 The proposed use will complement the site's accessible location, contributing to its vibrancy and vitality as well as creating a sense of safety and security. Moreover, it is expected that future residents will support the local economy through their use of existing local services and facilities.
- 6.3 The layout of development will create a high quality living environment with good levels of amenity as well as access to private and public open space. The mix of unit sizes and tenures will provide housing choice, contributing to the creation of sustainable communities. Further, the density of development are in accordance with national and local policy objectives to make the most efficient use of land in sustainable and accessible locations.
- 6.4 The design of the development positively responds to the local context and draws upon traditional design features and street patterns found in the local area. The height and scale of the development is appropriate to the immediate and surrounding context and the use of appropriate design features are successful in ensuring that the scheme sits comfortably within its surroundings. The design respects the amenity of neighbouring and future occupiers and ensures good levels of privacy and security for all.
- 6.5 The proposals offer the opportunity to implement a comprehensive landscaping scheme with parkland, mitigation land, allotments and play area, which will not only provide a pleasant leisure and visual amenity, but will also improve outlook, enhance the ecological value of the site and improve on-site surface water attenuation.
- 6.6 The site is well located in terms of access to local services, shops and facilities as well as the public transport network, which will encourage more sustainable modes of transport. An appropriate level of car and cycle parking has been provided to reflect both the site's accessible location and the needs of future occupants. In addition, measures have been incorporated to improve walking and cycling links both through and around the site.

6.7 In conclusion, the principle of the proposed development is supported in policy terms and follows consultation with Havant Borough Council, local community groups and residents. The proposals will deliver a high quality residentially led scheme that will have demonstrably positive social, economic and environmental benefits for the local area.

