

Consultee Comments for Planning Application APP/17/00863

Application Summary

Application Number: APP/17/00863

Address: Southleigh Park House, Eastleigh Road, Havant, PO9 2PE

Proposal: Hybrid Application - Full Application for change of use, alterations to and extension of existing buildings to 20 Residential units, (13 dwellings in the main house and 7 in other Listed Buildings) with associated landscaping parking and amenity space. |cr|Outline Application (All Matters Reserved except means of access) for the demolition of 1983 office building and associated brick and glass corridor link and development of up to 70 residential units, associated landscaping, parking and infrastructure works.

Case Officer: Rachael McMurray

Consultee Details

Name: Consultee Landscape Civil Engineering & Landscape Team

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Email: landscape@havant.gov.uk

On Behalf Of: Landscape Team

Comments

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Although there is no Landscape Team objection to the principle of either application, there are a number of landscape concerns with the submission. It is entirely feasible that some of these concerns can be resolved by additional information or by minor layout adjustments (whether by appropriate planning condition or pursuant to Reserved Matters).

The applicant has sought to retain some of the existing mature trees and to reinstate an appropriate, attractive landscape setting and outlook for the Listed Buildings. We are also acutely aware of the viability argument put forward by the applicant. Nevertheless, it must be emphasised that the development layout is required to provide a workable and practical layout. The indicative masterplan layout currently demonstrates there is insufficient space to accommodate 70no dwellings with enough parking, access and space for appropriate landscape (ecological and arboricultural) mitigation. Further layout adaptation and adjustment is required to address some key outstanding issues.

Parking

The shared surface principle is both accepted and appropriate. The material selection and arrangement for the wider site will also be important given the context.

Parking provision in the upper site area (rear of units 8-18) appears far too dominant the outlook

for units 19 22 will require further consideration.

Parking bay for unit 18 is inaccessible for a vehicle and in direct conflict with the pedestrian /cycle access.

Parking bay overhang for unit 33 and the unit 36 driveway requires adjustment.

Triple tandem arrangements are not deemed practical.

The swept path analysis demonstrates a very restricted access width between the Main House and Coach House the vehicle does appear to clip the wall? Even with deflector stones, there is very little margin for error. Recommend some further detailed review of this area particularly as this is the only means of vehicular access to several proposed dwellings.

Cycling and walking

The site is not a particularly sustainable location hence the application must demonstrate a clear commitment to sustainable transport. Site access points for pedestrians and cyclists need to comprise an adequate width (3 metres), which then connect to through the site for access to dwellings. Carefully considered, secure and accessible provision is required for cycles for each dwelling. There must also be adequate provision made to ensure this development appropriately connects with the wider sustainable transport network. There will be a requirement for shared cycleway / footway crossings and route upgrades within the application site locality.

The north-west corner requires widening to 3m (acknowledging this will require a non-dig permeable surface detail to minimise impact of tree root protection areas).

Access through the site for cyclists is as important for pedestrian movement the route to the east of units 37 and 58 could be widened to facilitate access.

Access from the south-eastern corner of the site would benefit pedestrians and cyclists (via a crossing on Horndean Road) - a key desire line towards Emsworth. Ideally, this should connect through the southern part of the site towards the Eastleigh Rd access in the south-western site corner. The route width requires increase, the mown path upgraded to a more robust hard surface to facilitate usage in all seasons.

Landscape / layout

The landscape setting provision for the development squeezed in between the dwellings and northern site boundary (along Bartons Rd) is wholly inadequate. There is insufficient space to establish trees within the margin indicated (let alone afford them sufficient space to grow in the future). Left as currently proposed, there is a likelihood that these trees would be specified as oversize shrubs affording very little in the way of mitigation for the much larger scale (high bat potential) trees removed from this northern site location.

A number of trees are shown in close proximity to proposed dwellings the foundation depths will require careful consideration relative to species selection.

Units 53/54 directly face Eastleigh Road it will be important that the exposed facades are carefully detailed to fit in with the local vernacular and rural lane character.

Materials indicated for areas in close proximity to the Listed Buildings are considered appropriate. We recommend landscape conditions pursuant to further, more detailed information to include

planting plans, construction details, associated schedules and specifications for:

Soft landscape

Hard landscape

Boundary treatments

Landscape management and maintenance

Kind Regards

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Civil Engineering & Landscape Team

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