

Design & Access Statement
Land West of Horndean Road
Emsworth



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1.0

Background

1.1
1.2
1.3

Introduction
Format of this document
Location

1.0 Background

1.0 Introduction

This Statement accompanies an application for approval of Reserved Matters under Outline permission (Ref: APP/14/00547), on behalf of our clients Bellway Homes (Wessex), for development of the Land West of Horndean Road, Emsworth, Hampshire PO10 7PU.

This statement has been prepared in accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and subsequent amendments, and in the light of the Government's Planning Practice Guidance relating to Design and Access Statements.

1.2 Planning history

Outline planning permission was granted for the site in 2015 (Ref: APP/14/00547) for:

"125 no. residential units and a water retention area. All matters reserved except access and levels"

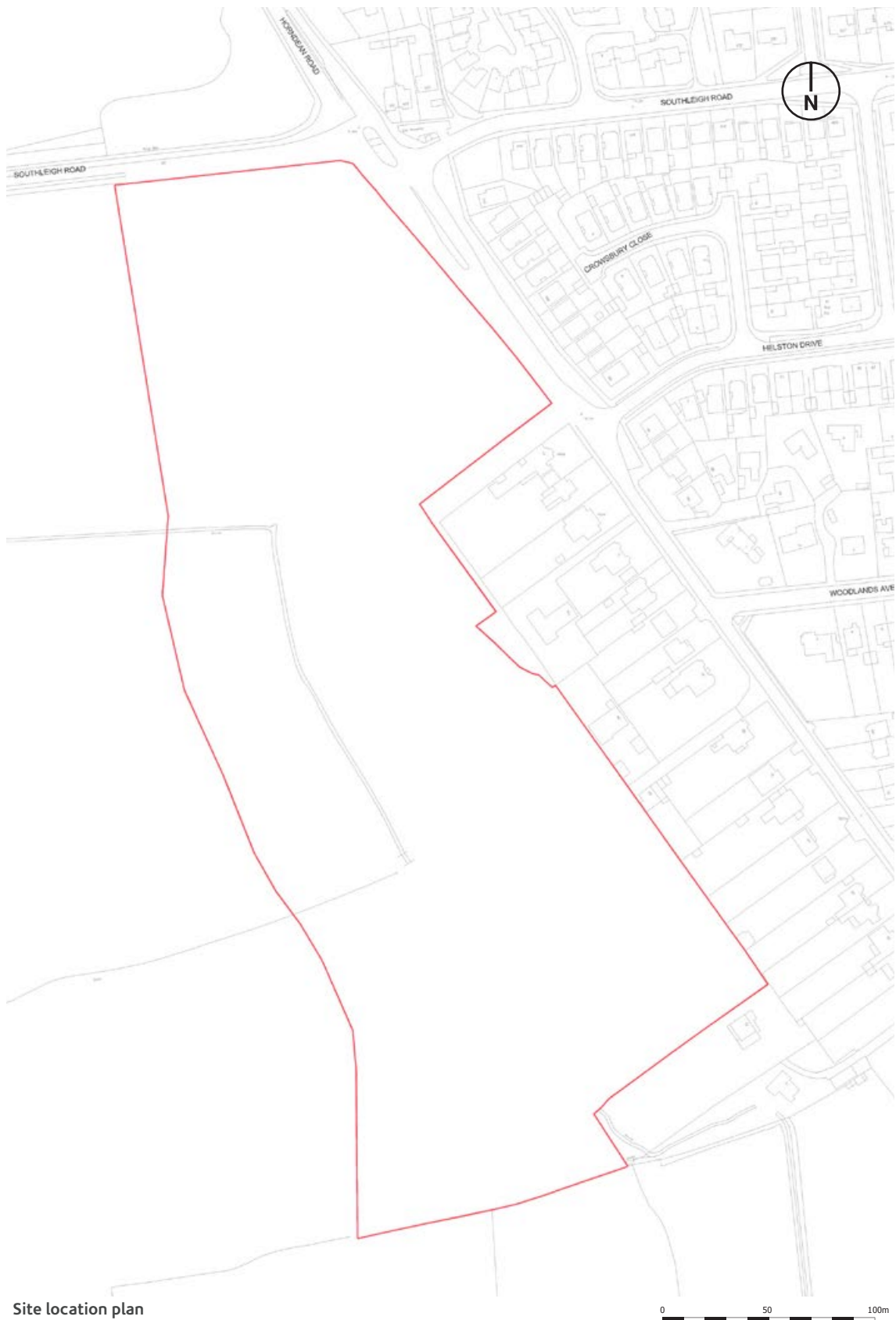
This reserved matters application seeks approval for the layout, scale, appearance and landscaping of the site.

1.3 Location

The site is located 1.1 miles north of Emsworth town centre, to the south of Southleigh Road and West of the B2148 Horndean Road. The site is 1.8 miles from the junction with the A27 main road to the south.

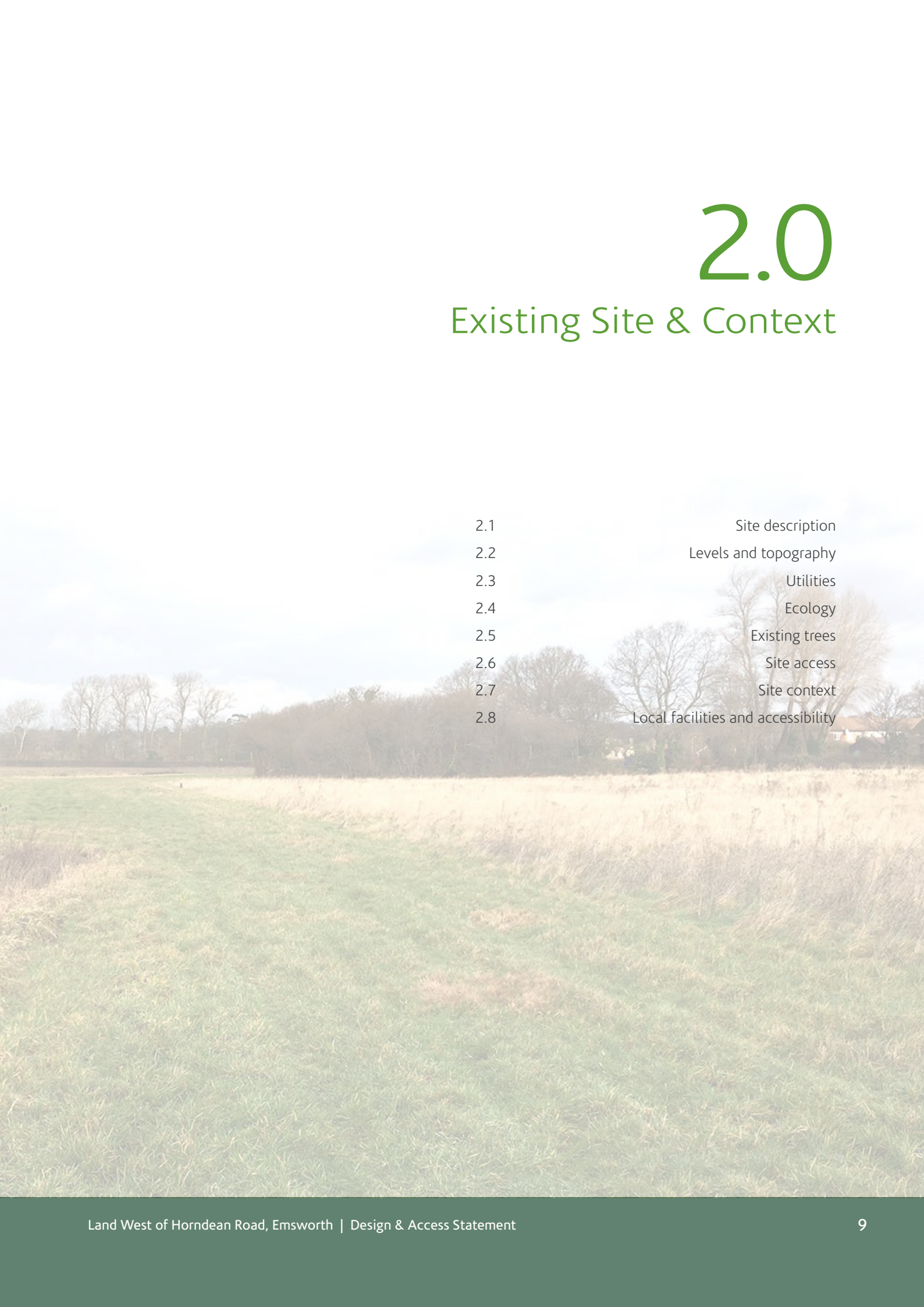
There are playing fields and cycle track in the immediate vicinity and St James Primary School 6 minutes' walk away with a secondary school available on the bus route and cycle path.

The site has good transport connections with bus route within 100m along Horndean Road, 0.7 miles to Emsworth railway station, 10.5 miles to the nearest port at Portsmouth and 24.2 miles to Southampton airport.



Site location plan





2.0

Existing Site & Context

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2.2	Levels and topography
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2.8	Local facilities and accessibility

2.0 The Existing Site & Context

2.1 Site description

The area of the site measures 7.78ha and is currently arable farmland.

The site is bounded to the north by Southleigh Road, to the east by Horndean Road and the rear of the properties along that road, to the south by 33 Horndean Road and farmland and to the west by farmland and the area that defines the boundary between Havant and Emsworth known as the 'Emsworth Gap'.

A natural pond surrounded by mature trees and vegetation sits behind the northern most property on the western side of Horndean Road. West of the pond is West Brook which runs parallel to Southleigh Road then turns through 90 degrees to run parallel with Horndean Road into Emsworth and eventually discharging into Chichester Harbour.

The portion of the site to the north of the natural pond is defined by the substantial hedges to the north and east along the sides of Southleigh Road and Horndean Road. A Surface Water pipe runs from Horndean Road, under the site, to a culvert forming the head of the West Brook. The northern area is more 'open' than the southern area consisting of farmland with no trees.

The southern area is defined by the pond to the north, an attractive stone wall to the east, a mature hedge and trees to the south and open farmland to the west.

There is another substantial hedge with mature trees along the southern boundary.

Along the western part of the hedge there is a ditch which drains into West Brook.

There are 3 ancient oak trees along West Brook that would form the western boundary of any residential development that are worthy of retention. The trees help provide more 'enclosure' to the southern area of the site.

2.2 Levels and topography

A topographical survey has been undertaken on the site and this has been submitted with the application. The site generally falls from north to south from approximately 11.63 metres AOD on the northern boundary to approximately 8.4 metres AOD at the lowest point on the southern boundary.

2.3 Utilities

A foul sewer main runs across the top of the site from east to west. An adopted 600mm diameter water pipe runs from the head of the brook northwards across the top part of the site.

2.4 Ecology

The ecology and landscape proposals shall comply with the EA Environmental Permit, as detailed in the Outline Planning Application.



Aerial photograph of site

2.0 The Existing Site & Context



1. View of site looking east along culvert towards Hordean Road



3. View looking towards pond and vegetation to the east of the site towards Hordean Road



5. View looking towards significant hedge to the north along Southleigh Road



7. View looking north along culvert towards significant tree



8. View looking towards south-western corner of site



2. View of site looking south along culvert towards southern boundary



4. View looking towards adjacent residential built form along eastern boundary



6. View looking towards significant hedge along Horndean Road



9. View looking towards site southern boundary and adjacent built form



Key Plan with photo viewpoints (not to scale)

2.0 The Existing Site & Context

2.5 Existing trees

The northern boundary is defined by a substantial hedgerow which continues along the eastern boundary until the properties on Horndean Road which are bounded by an attractive stone wall, a pond and a single access for farm vehicles only. A mature hedge and trees form the southern boundary.

Along the majority of the western open farmland boundary runs the watercourse of West Brook, which runs parallel to Southleigh Road and then turns 90 degrees to run parallel with Horndean Road and continues to Emsworth. There are three ancient oak trees along West Brook. A large pond and copse of trees lies approximately halfway along the eastern boundary at the rear of the properties which back onto the site.

Bellway Homes instructed ACD Environmental in March 2017 to prepare the Arboricultural Impact Assessment and Method Statement to accompany a reserved matters application pursuant to the outline consent APP/14/00547, of which condition 21 relates directly to trees.

The proposal is to build a number of residential dwellings, as per the outline consent, the layout of which can be seen on the appended Tree Protection Plan.

Trees to be removed are as per the outline consent

proposals (appended).

Tree protection varies in three small areas, none of which are significant. Some nodig surfacing is proposed as a result.

The relationship between the building and retained trees is sustainable and is not likely to result in any pressure to prune requests from future occupants.

The arboricultural method statement and tree protection plan include details of all tree protection measures required.

The tree protection must be erected after tree removals and surgery but before any demolition or construction contractor enter the site, and before any soil stripping takes place.

There will be no changes in levels, service routing, machine activity, storage of materials or site hut positioning within areas to be protected, and the protective fencing shall remain in position for the duration of the construction process.



View looking north towards significant tree to be retained and fully protected



View looking towards site southern boundary and trees to be retained and fully protected



View looking east towards pond and vegetation to be retained



ACD Tree Protection Plan

2.6 Site access

The only existing vehicular access into the site is an agricultural access for farm vehicles only, between Nos 57 and 59 Horndean Road.

Approved access

Access will be gained via two new junctions with Southleigh Road and Horndean Road, as approved in detail as part of the Outline planning application.

2.7 Site context

Emsworth is a small compact town with a lively centre within the Borough of Havant. It has a good range of facilities, shops and eateries which are in walking distance to the site. It also has an attractive shoreline to Chichester Harbour.

There are many large Victorian period Villas along Horndean Road which back onto the site along with many examples of later period infill properties of varying styles and sizes.

Development to the east of Horndean Road is more recent and uniform estate development. Directly opposite, facing the site from across Horndean Road, the majority of dwellings are bungalows and chalet style houses.

2.8 Local facilities and accessibility

The site is located 1.1 miles north of Emsworth town centre, to the south of Southleigh Road and West of the B2148 Horndean Road. The site is 1.8 miles from the junction with the A27 main road to the south. The site is well connected to neighbouring town centres where it sits at the junction of two roads, with safe footpaths to nearby schools and Emsworth District Centre.

Emsworth has a good range of facilities, shops and eateries which are in walking distance to the site.

There are playing fields and cycle track in the immediate vicinity and St James Primary School 6 minutes' walk away with a secondary school available on the bus route and cycle path.

The site has good transport connections with bus route within 100m along Horndean Road, 0.7 miles to Emsworth railway station, 10.5 miles to the nearest port at Portsmouth and 24.2 miles to Southampton airport.



Site access shown above at intersection between Horndean Road and Southleigh Road.



View looking towards Horndean Road intersection from Southleigh Road showing significant hedge along northern boundary.



View looking towards site north-eastern corner along Horndean Road from Southleigh Road intersection.



View looking along significant hedge along Horndean Road on north-eastern boundary of site.



Site context photographs: Surrounding built form character along Horndean Road



Surrounding residential built form



The Jingles B&B Hotel on corner of Horndean Road and Helston Drive



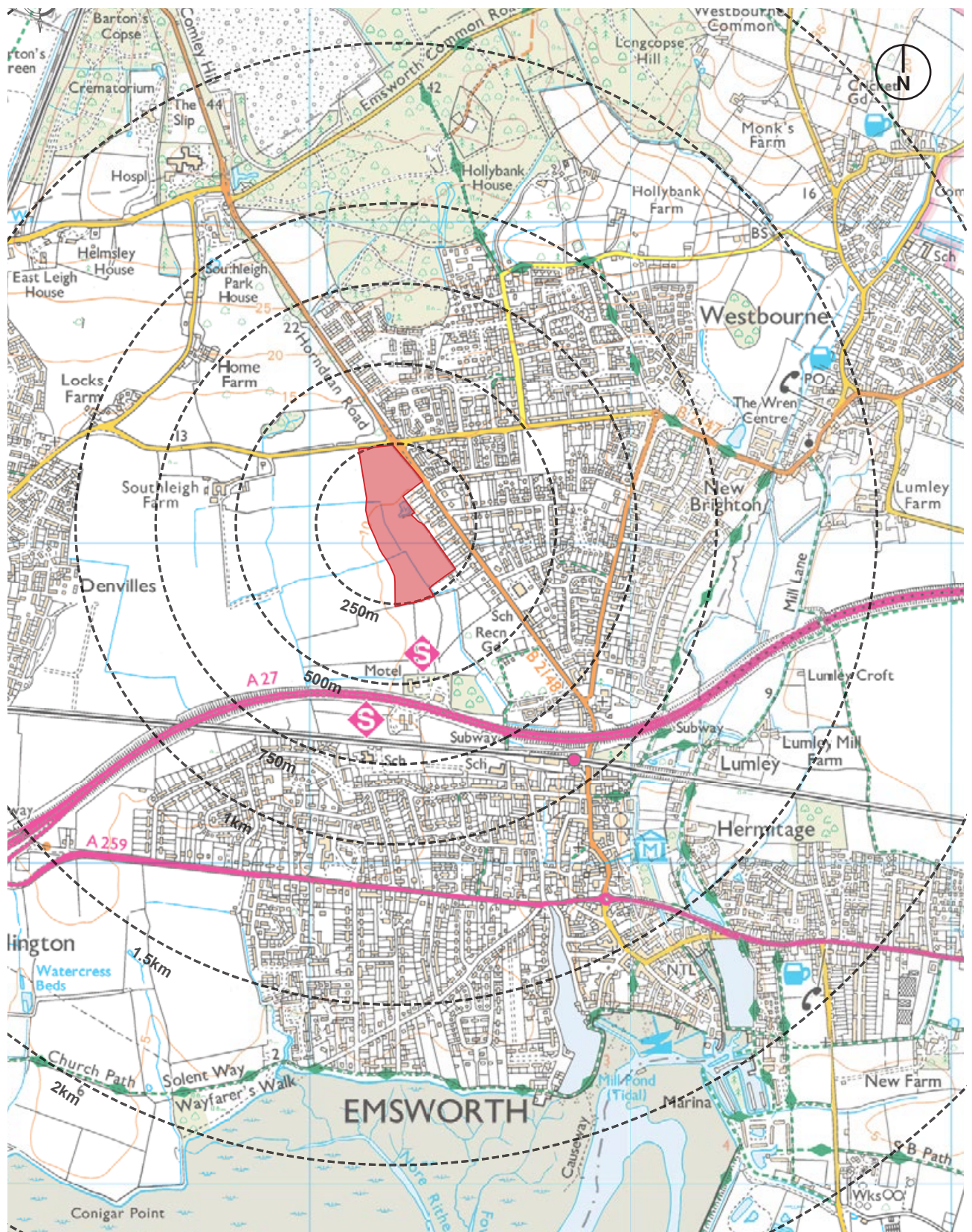
Site context photographs: Surrounding built form character along Horndean Road



Site context photographs: Surrounding built form character along Horndean Road



2.0 The Existing Site & Context



Site context plan

3.0

Design Framework

3.1	Introduction
3.2	National planning policy framework
3.3	Local planning policy
3.4	Other design guidance
3.5	Access agreed at Outline stage
3.6	Site constraints
3.7	Site opportunities

3.0 Design Framework

3.1 Introduction

This section sets out the key policies and guidance which form the framework within which the design of the scheme has been developed.

- Adopted Core Strategy (March 2011);
- Havant Borough Local Plan (Allocations) document (July 2014);
- Borough Design Guide SPD (December 2011);
- Housing SPD (July 2011);
- Parking SPD (July 2016).

3.2 National planning policy framework

The NPPF was published in 2012, and sets out national guidance relating to design. Paragraph 56 states that the Government attaches great importance to the design of the built environment, and that good design is a key aspect of sustainable development. Paragraph 58 explains that planning decisions should aim to ensure that developments: function well and add to the overall quality of the area throughout their lifetime; establish a strong sense of place; optimise the potential of the site to accommodate development; respond to local character and history and reflect the identity of local surroundings and materials; create safe and accessible environments; and are visually attractive as a result of good architecture and appropriate landscaping.

Further detailed guidance on design issues is provided by the Government's Planning Practice Guidance, as updated on 6 March 2014. The Guidance explains that planning should promote:

- Local character (including landscape setting);
- Safe, connected and efficient streets;
- A network of green spaces (including parks) and public places;
- Appropriate security measures and address crime prevention;
- Access and inclusion;
- Efficient use of natural resources; and
- Cohesive and vibrant neighbourhoods.

A well designed place is defined as one which is functional, supports mixed uses and tenures, is adaptable and resilient, has a distinctive character, is attractive and promotes ease of movement. Public spaces should be lively. Guidance is provided on layout, building form, scale, details and materials.



3.3 Local planning policy

The Reserved Matters application has been prepared in accordance with the approved outline planning application (APP/14/00547) and with a comprehensive review of policy and guidance framework on a National and Local level.

The currently adopted local plan documents are the Adopted Core Strategy (2011), Havant Borough Local Plan Allocations document (July 2014) and relevant Supplementary Planning Documents including the Borough Design Guide (2011), Housing SPD (2011) and Parking SPD (2016).

Policy EM1/UE13 of the Local Plan (Allocations) identified the application site as being suitable for allocation for housing development. The outline application approved development for 125 residential units and a water retention area in accordance with the site allocation.

Matters relating to the detail of scale, appearance, landscaping and layout of all buildings are to be considered by way of this application.

A full planning policy review is set out within the accompanying Planning Statement.

3.4 Other design guidance

In addition to national and local policy, the development proposals have been designed with reference to a number of design guidance documents as follows:

Manual for Streets (2007) (MfS 2, September 2010);

By Design: Urban Design in the Planning System – Towards Better Practice (May 2000);

Better Places to Live: By Design (CABE, September 2001);

Planning and Access for Disabled People: A Good Practice Guide (March 2003);

Building for Life (Building for Life Partnership, 2012)

Safer Places – The Planning System and Crime Prevention (Office of the Deputy Prime Minister and the Home Office, 2004);

Secured by Design;

Urban Design Compendium (English Partnerships, 2000); and

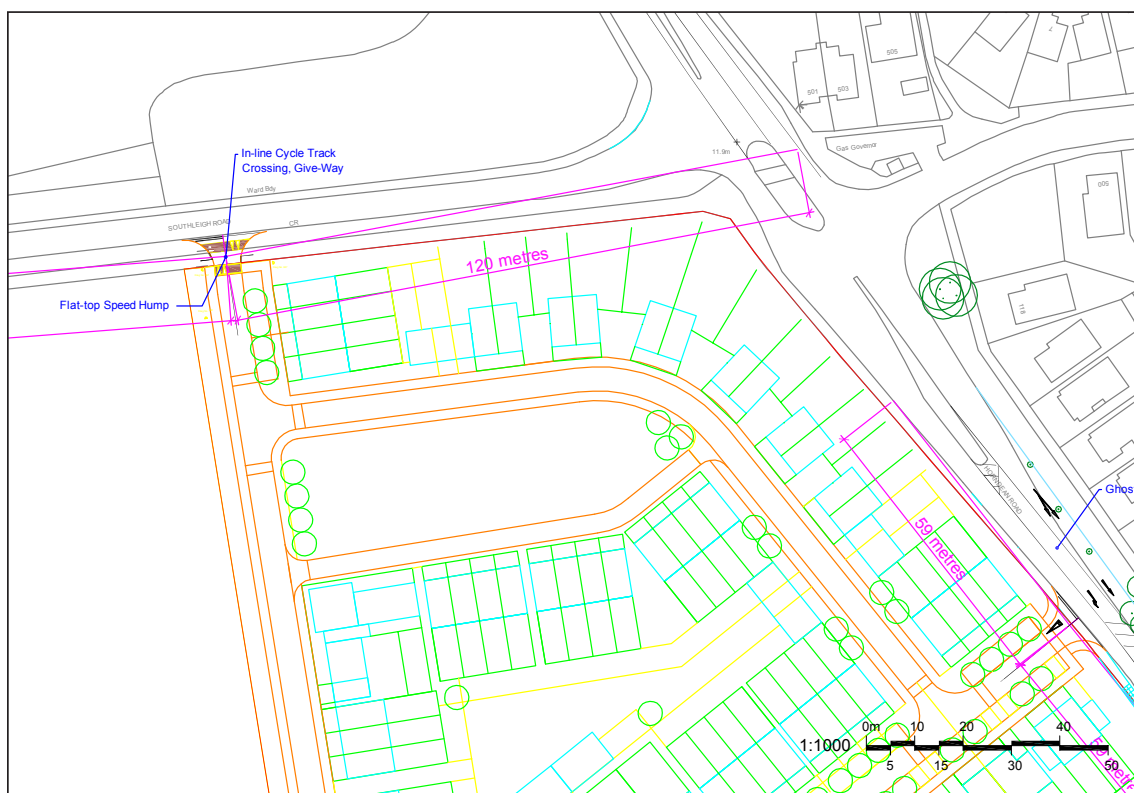
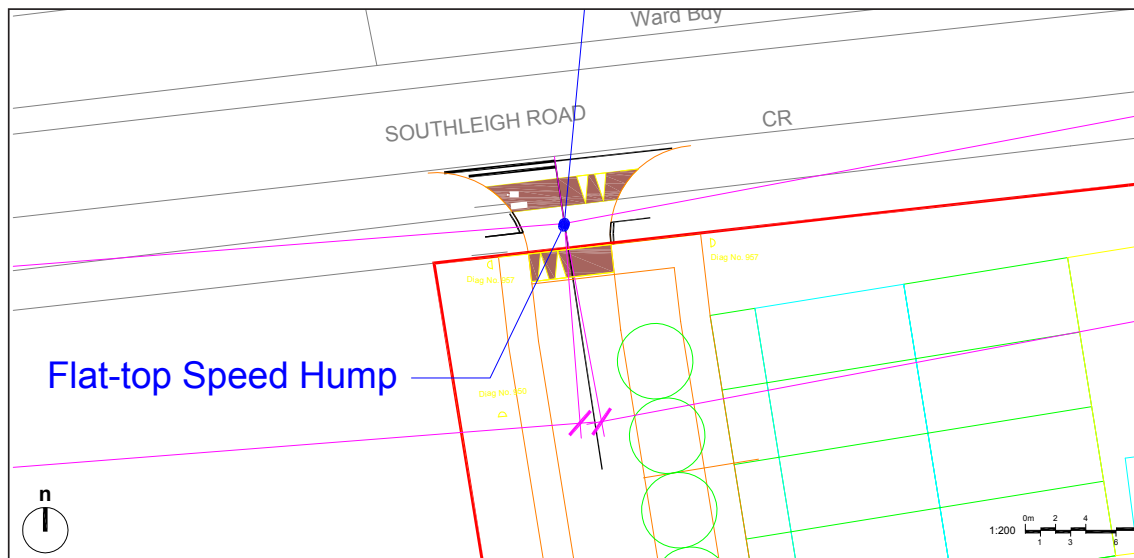
Laying the Foundations: A Housing Strategy for England (2015).



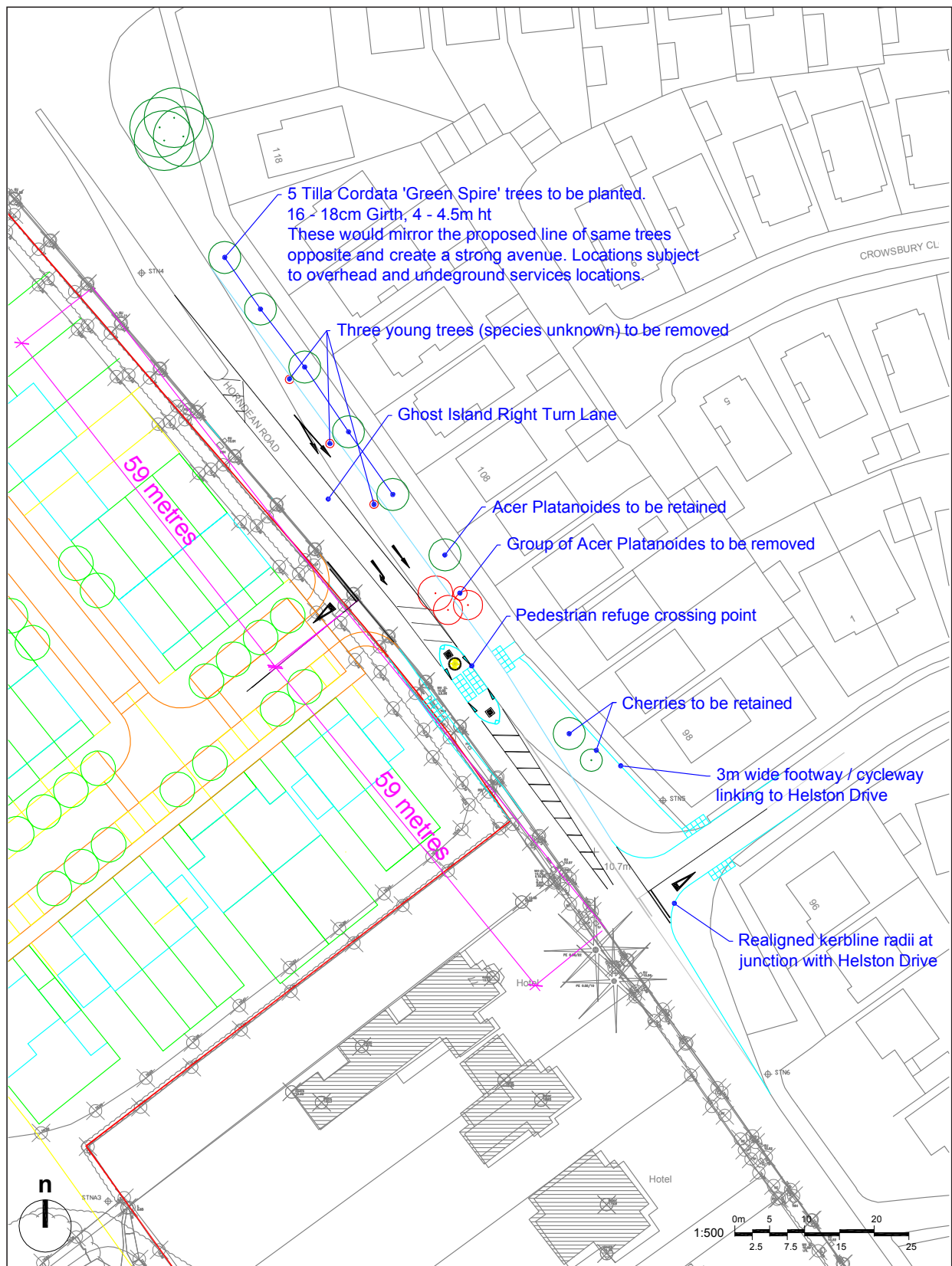
3.0 Design Framework

3.5 Access agreed at Outline stage

The agreed Outline planning permission (Ref:APP/14/00547) provides 2 permanent access points. One on the southern side of Southleigh Road and the other on the western side of Horndean Road as shown on the plans below and right.



Horndean Road - Agreed access plan (Bidwells)



Horndean Road - Agreed access plan (Bidwells)

3.0 Design Framework

3.6 Site constraints

A number of physical constraints within and around the boundaries of the site have informed the development of the site layout for the development. These include the following:

- Existing sewer and 6m easement to the north of the site;
- Significant hedge along boundary with Horndean and Southleigh Roads;
- Existing natural pond and mature trees in the centre of the site with significant ecological value;
- West Brook running from the western boundary level with the pond, south through the site;
- Two new agreed access points to the site from Southleigh Road and Horndean Road;
- Shared boundary with rear gardens of properties on Horndean Road;
- Area of site identified for strategic flood defence work including levels changes;
- Area of site within the existing flood plain; and
- Protected trees on the southern and western boundaries

KEY

-  Site boundary
-  Rear / side boundaries
-  Overlooking potential
-  Existing trees
-  Sewer / 6M Easement
-  Surface water sewer
-  Hedge significant natural feature
-  Existing natural pond
-  Area identified for strategic flood defence work
-  Points identified for access
-  Consider boundary for future development
-  Flood plain
-  Direction of slope
-  Adjacent building frontages



Site constraints plan

3.0 Design Framework

3.7 Site opportunities

The following opportunities have been identified for the development of the site:

- Provision of a number of public open space areas for residents and visitors to the community;
- Significant, mature trees are integrated within the landscaping to provide a green infrastructure and create a development of varying character;
- Flood meadow provides amenity and creates a landscaped buffer along the south- western perimeter of the site;
- Integration with surrounding residential areas and Saint James Primary School through enhanced pedestrian and cyclist connectivity through the site and land to the south of the site;
- Two new vehicular junctions along Southleigh Road and Horndean Road provide access into the site (approved as part of the Outline planning application);
- A development that provides varied character zones, a transition from town to countryside and a balanced mix of house types and tenures;
- A safe and secure form of layout where publicly accessible space is subject to good natural surveillance from neighbouring dwellings; and the
- Creation of a sustainable new neighbourhood which protects and enhances the existing communities around the site, providing real benefits and a place of the highest quality.

KEY

-  Site boundary
-  Boundary treatment
-  Treatment of rear boundary
-  Existing surface water sewer
-  Existing trees
-  Sewer / 6M Easement
-  Hedge significant natural feature
-  Pond area retained in POS
-  POS areas
-  Flood Meadow
-  Points identified for access
-  Primary access
-  Secondary access
-  Primary Route
-  Secondary Route
-  Pedestrian link
-  Development parcels
-  Building frontages
-  Landmark buildings



Site opportunities plan



4.0

Proposals

4.1

The Reserved Matters

4.2

Design principles

4.3

Layout

4.4

Scale

4.5

Access

4.6

Appearance

4.7

Landscape

4.0 Proposals

4.1 The Reserved Matters

This reserved matters application seeks approval for following Reserved Matters:

- Layout,
- Scale,
- Appearance and;
- Landscaping of the site.

4.2 Design principles

Following analysis of the existing site, its context and the guidance and parameters of the Outline planning application, the proposals have been developed with the following objectives in mind:

- Achieve a development of high quality.
- Achieve a development which is appropriate in scale and design and one which preserves the existing settlements' character and setting.
- Comply with national and local government guidelines.
- Create a design led bespoke solution respecting the character of the area.
- Create a development which sits well in its landscape setting and retains and enhances the features of landscape value.
- Create a permeable layout for ease of movement with good links between the site and the surrounding area.
- Provide a mix of accommodation in accordance with the requirements of the approved Outline planning application.
- Minimise the impact of car parking.
- Achieve a high quality environment with good public realm and amenity spaces.
- Create appropriate and varied spaces between buildings.

4.3 Layout

The proposed development has been designed to incorporate the following features:

- 125 new dwellings.
- A high quality residential environment.
- Range of dwelling sizes with mix of two, three and four bed houses.
- Discrete clusters of affordable housing to meet local need.
- The proposed new homes would be a maximum of 2 storeys.
- Houses to be a mix of traditional detached, semi-detached and terraced forms.
- A safe and secure environment for the new community.
- Primary vehicular, pedestrian and cyclist access from Horndean Road.
- A network of direct routes for pedestrians and cyclists and a circuitous route between Horndean Road and Southleigh Road to deter 'corner-cutting' by vehicles.
- Retention of important trees within site and creation of a new green framework within the development.
- Retention of hedge on site frontage to retain semi-rural character of Horndean Road.
- Integration of a sustainable drainage network within the scheme.
- Landscaped buffer zones along eastern, southern and western edges of site.
- Policy compliant parking for residents and visitors provided either on plot, in forecourts or courtyards.

Proposed site layout →



Key features:

- 1 Retention of existing roadside hedgerow a design priority
- 2 Primary gateway from Horndean Road
- 3 Secondary gateway from Southleigh Road
- 4 Pedestrian/cycle route through site
- 5 Soft landscaped edge maintained as a transition to the countryside
- 6 Pond and Copse amenity zone
- 7 Local landmark buildings on key corners and closing key vistas
- 8 Siting and design of proposed edge houses to acknowledge the privacy and amenity of existing dwellings
- 9 Linear wetland retention area with realigned stream and drainage engineering details approved by the Environment Agency (Permit EPR/GB3598JL-L01 dated 03.05.2016). Compatible landscape and biodiversity enhancements to be made
- 10 New pedestrian / cycle link to boundary of site to provide future permeability to the south

4.0 Proposals

4.3 Layout

Design

- Retention of key protected trees and roadside hedgerow (with 2 approved access points).
- Accommodation of flood protection scheme with realigned and buffered West Brook stream.
- Southern sector of site raised to mitigate flood risk.
- Pedestrian link to south boundary of site for future connection to recreation ground.
- Circuitous road alignment to deter corner cutting between Horndean Road and Southleigh Road.
- A series of contrasting, linked and well overlooked green spaces as follows: 'framed' entry space, green to north, village green with water features and bridge en-route to centre and linear flood basin with rural edge linking to the southern end of the site.
- Contrasting clusters, curvi-linear and mews building character zones.
- Key buildings identified where the form or detailing will be recognised to provide visual interest and legibility
- Landscaping, boundary treatments and materials to respond to the local vernacular and reinforce character zones.
- Additional rear elevational detail to key plots, spacious siting and boundary reinforcement to Horndean Road and Southleigh Road perimeter.
- Layout spacing and privacy compliant in keeping with local guidance and context.

Tenure

The proposed development will provide 38 affordable dwellings (30%) and 87 private dwellings (70%). The tenure distribution is shown on the table:

Schedule of Accommodation

	Unit Type	Quantity
Private	2 Bedroom house	23
	3 Bedroom house	26
	4 Bedroom house	38
	Total	87 (70%)
Affordable	2 Bedroom house	28
	3 Bedroom house	8
	4 Bedroom house	2
	Total	38 (30%)
Grand total		125

Amount

The proposals will provide 125 dwellings. The net developable area of the site is 7.36 hectares. This gives a density of 40 dwellings per hectare.

The proposed housing mix reflects the perceived housing needs of the local area and is illustrated in the table above.



Proposed dwelling distribution plan

0 50 100m

4.0 Proposals

4.3 Layout

The site has been divided into a number of suburban blocks by a hierarchal network of streets and public open spaces. The built form is structured by grouping houses along the streets and open spaces to form robust neighbourhood clusters. Houses face the streets with front entrances, windows and interior spaces orientated towards the public realm ensuring active street frontages.

The site will provide two vehicle access points to the north and east and is designed for pedestrian and cycle accessibility north to south through a sequence of recreational areas and open landscaped spaces along the brook, with the future southern access to the site in mind.

The proposed layout has also been shaped by the Wetland Retention and Flood Compensation Areas that were approved at the outline stage and subsequently through the Environmental Permit.

4.4 Scale

The scale of the proposed dwellings is in keeping with adjacent large two storey properties. The proposed houses will be two storeys high with associated single storey garages.



Proposed tenure distribution plan

0 50 100m

4.0 Proposals

4.5 Access

The Transport Assessment produced by Escher-Silverman and submitted as part of the application provides detailed information on the access and transport proposals for the site.

Movement strategy

The access arrangements, highways design, parking and refuse strategies have been fully scrutinised to be in accordance with Havant Borough Council requirements and are in accordance with the approved Outline planning application documents.

Vehicular access to the application site will be provided from Horndean Road as the primary gateway and Southleigh Road as a secondary access point. The primary access road will measure a minimum width of 5.5m.

In accordance with the approved Access Parameter Plan, the proposed layout has been designed to provide a coherent street pattern which is connected to the wider area. A range of different street types has been designed to respond to the criteria set out in the approved documents, from wider traditional streets with demarcated carriageway and footways, to shared surface streets and courtyards. The demarcation between private and public realm has been clearly defined.



View north along Horndean Road with the site on the left



View east along Southleigh Road with site on the right



Street hierarchy plan

0 50 100m

4.0 Proposals

4.5 Access

Pedestrian and cyclist movement network

A network of footpath / cycleways is provided within the green space in addition to the shared surface lanes and traffic calmed streets to provide a permeable, well connected and safe environment for pedestrians and cyclists of all ages.

Pedestrian and cyclist access to the site will be available from the south of the site.

Internal pedestrian movement will either be on segregated footways or on shared surface lanes, all as indicated on the diagram. Cyclists will either be on traffic calmed carriageways or shared surface lanes.





4.0 Proposals

4.5 Access

Servicing and refuse collection

'Manual for Streets' outlines that "the design of local roads should accommodate service vehicles without allowing their requirement to dominate the layout".

On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre." Internal roads within the development have been designed to be wide enough to accommodate the swept path requirements of service and refuse vehicles while not being overly obtrusive.

The Transport Statement which accompanies this application contains swept path analysis which confirms that the key turning movements within the proposed site layout can accommodate the movements of refuse and fire service vehicles.

The design of the proposed layout and the various street types incorporates the provision of hardstand space to accommodate bins on collection day so that they may be collected by the vehicles used by Havant Borough Council.





4.0 Proposals

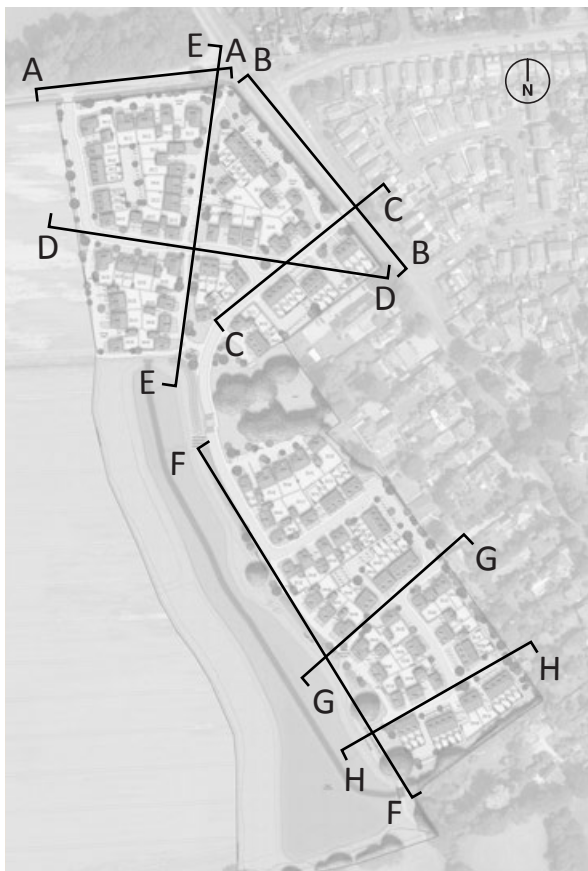
4.6 Appearance

Appearance is the aspect of a place or building that determines the visual impression it makes, including the external built form of the development, its architecture, materials, decoration, colour and texture.

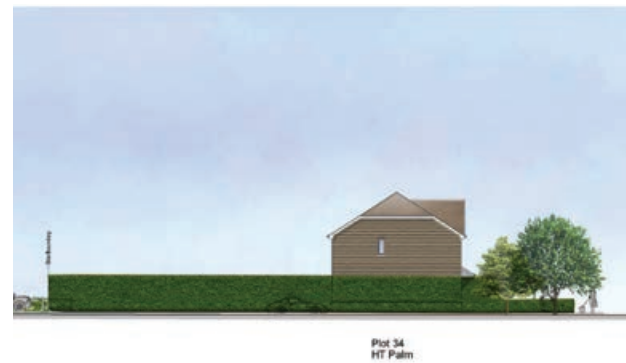
A traditional design approach is proposed, using local and established materials, with references to a prevailing arts and crafts theme with feature buildings or groups adopting a rural barn or alms house style. The use of different materials on the facades will help to break up the built form and reduce impact and scale.

The varied heights and rooflines will also create more interest to the facades which are embellished with plinths, bands, dentil courses and other carefully selected features for this location.

A variety of boundary treatments will be used including native species hedging, timber fencing and brick walling. The use of 1.8m high timber boarded fencing will be limited to back gardens with open rail fencing preferred along rural edges.



Key Plan





Proposed street scene on A-A



Proposed street scene on B-B



Proposed street scene on C-C



Proposed street scene on D-D

4.0 Proposals

4.6 Appearance





4.0 Proposals





Illustrative view showing houses fronting 'the meadow'

4.0 Proposals





Illustrative view of entrance into the site from Horndean Road

4.0 Proposals

4.6 Appearance

Materials

Materials Palette



Forterra Oakthorpe Red-Multi



Monier Redland Natural Red



Autherstone Red Detailing



Monier Redland Breckland Brown



Chelsea Smoked Red



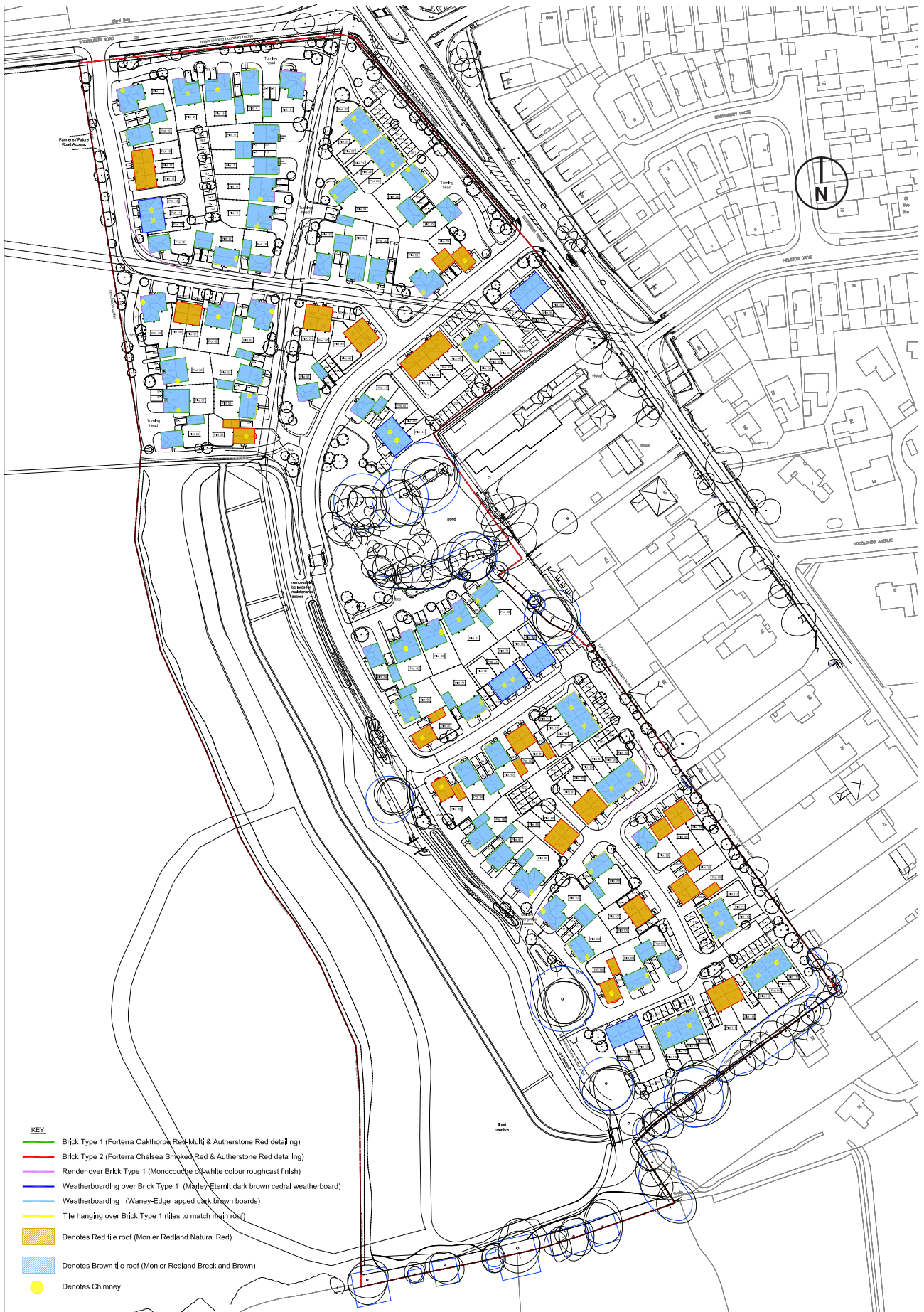
Marley Eternit dark brown Cedral weatherboard



Monocouche off-white colour roughcast finish



Waney-edge lapped boards dark brown



Building Materials Plan

4.0 Proposals

4.7 Landscape

Landscape

The landscape has been designed to be sympathetic with the local character and sensitive to the local ecology. It will provide an important setting for the development and assist in uniting it with the wider landscape. The multi-functional public open spaces will provide informal play and social values with new provisions for watercourse and footpath/ cycleway links.

The boundary vegetation is to be protected to retain existing habitat with infill indigenous planting to increase structure and biodiversity. Large native structure trees will be planted within the countryside edge for biodiversity, amenity and visual screening and spaced to provide views from Horndean Road to open countryside.

Native trees will also be planted within the hedgerow along Southleigh Road and Horndean Road edges to strengthen the visual interest and function as a linking habitat for wildlife.

The wetland area at the western boundary features a proposed watercourse and flood meadow that will create an attractive landscape feature and setting for the development area. The flood meadow will consist of species rich wildflower and grassland areas to encourage wildlife and provide a nectar source for insects. Additional scrub planting within these areas will also consist of native species.

Decorative street trees chosen for their seasonal interest and upright form will be planted along the roads reducing the urban scale, filtering views and providing an instant impact on the street scene. They will also provide visual amenity with blossom and habitat for wildlife. Wildlife friendly species will also be used where appropriate. Low level hedges and shrub planting will provide definition between the private and public areas and a year round enhancement to the street scene.

Further visual interest and habitat enhancement will be carried out with the retention and careful management of the existing pond with associated grassland areas. The migration tunnel under the road between the pond and the wetland area will be used to create a landscape feature to strengthen the visual interest and to soften the linearity of the north-south central estate road.



Arboriculture

The arboricultural works package includes an assessment of the existing tree stock on the site and immediately adjacent to the site boundary (carried out at the outline planning stage).

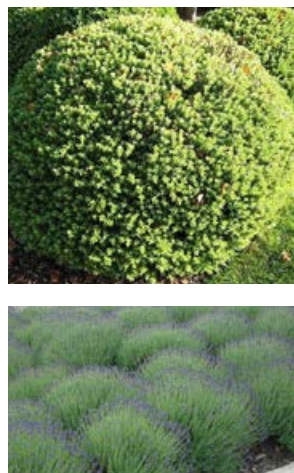
The purpose of the survey was to identify and record the principle tree constraints on site in order to inform feasibility studies and design options- in accordance with BS5837:2012 Trees in relation to design, demolition and construction. The constraints were then passed to the design team to inform the layout. The all the better trees of 'A' and 'B' category identified for retention are located primarily on the boundaries of the site, and have high landscape value as screening. The 'C' category trees within the site are not considered to be a constraint that would jeopardise a satisfactory design layout.

On completion of this reserved matters layout, an arboricultural impact assessment was compiled, the purpose of which is to evaluate and discuss arboricultural conflicts within the scheme, and demonstrate to the Planning Authority the viability of the layout. Included within the assessment is an arboricultural method statement and tree protection plan. The method statement informs the methodology for the implementation of any aspect of the proposed scheme and demonstrates that the recommended mitigation measures discussed in the impact assessment can be implemented with minimal risk of adverse impact on trees to be retained. The protection plan is a scaled drawing that shows the positions of trees to be retained and indicates the location of all tree and landscape protection measures.

Ecology

Ecology surveys have been carried out for great crested newts, bats, reptiles, water voles, rare flora and wintering waders/Brent geese. There is no evidence that great crested newts, brent geese or water voles are using the habitats on site and very low levels of bat activity were recorded on site. A small population of common lizards have been translocated out of the development area into an onsite receptor area in 2016.

A wetland area is being created to the west of the development area to enhance the site for wetland birds and other aquatic wildlife. The pond, which is located between two housing parcels will be enhanced for wildlife by increasing light levels, improving the permanence of the pond and through new planting both in and around the pond. Bat and bird boxes will be incorporated into the fabric of the new buildings and installed on trees to increase the roosting and nesting opportunities throughout the site. A sensitive lighting scheme will retain dark corridors for wildlife to commute through the site and existing tree lines will be enhanced for wildlife with new native hedgerow and tree planting.





5.0

Sustainability

- 
- 5.1 Domestic waste and recycling
 - 5.2 Flooding
 - 5.3 Energy
 - 5.4 Community
 - 5.5 Open space
 - 5.6 Adaptability
 - 5.7 Crime
 - 5.8 Public Transport
 - 5.9 Parking
 - 5.10 Cycling
 - 5.11 Materials
 - 5.12 Crime prevention and community safety
 - 5.13 Inclusiveness - access for all

5.0 Sustainability

5.1 Domestic waste and recycling

Storage and collection of refuse and recyclable waste has been considered as an integral part of the design process.

Provision will be made within dwellings for the storage of recyclable waste to assist in encouraging recycling within the household. This space will generally be provided either in kitchens or utility rooms.

External residual and recyclable waste storage will generally be within rear gardens for terraced and semi-detached houses without garages, and as part of the garage provision for semi-detached and detached properties with on-plot parking. .

5.2 Flooding

To slow down the surface water run-off rates and reduce the risk of flooding elsewhere, the following drainage features have been incorporated into the proposed development;

- The amount of hard landscaping will be minimised, whilst the use of porous and permeable surfaces will be maximised.
- All surface water will be disposed of through the use of a SuDS strategy.

5.3 Energy

The new houses will provide the following in their specification:

- Improved thermal detailing.
- All windows will be double-glazed.
- A Home Owners' Pack will be provided.

5.4 Community

A Home Owners' Pack will be provided with the dwellings which will contain at least the following information:

- Local transport services.
- Utility suppliers.
- Energy efficiency.
- Local amenities.
- Refuse collection.
- Recycling facilities.
- Local organisations and community groups.
- Environmental technologies installed in the home.
- Water efficiency information.

5.5 Open space

The provision of good quality recreational and amenity space is an important part of sustainable residential development. The proposed scheme is integrated within the wider landscape context.



5.6 Adaptability

The new homes will be designed to provide the opportunity for residents to work at home, having sufficient space and facilities and being equipped with suitable outlets that will enable the occupants to have data access and necessary power supplies.

5.7 Crime

The design of the scheme has followed the principles set out within Secured by Design and will comply with Building Regulations Part Q. This will ensure a residential environment that puts occupants safety at the forefront and which in turn will create a high quality environment for the long term.

5.8 Public Transport

The site is located within 0.7 miles of Emsworth Railway station which provides direct access to London Victoria, London Waterloo, Dorking, Horsham and Guildford.

5.9 Parking

Sustainable transport seeks to reduce the use of the car and thus encourage alternative modes of transport. The number of parking spaces provided is considered to be appropriate for the proposed mix and the location of the site.

5.10 Cycling

In order to encourage cycling as an alternative mode of transport to journeys by car, these proposals are well integrated with the pedestrian and cycle movement network in the surrounding area which will provide safe and convenient access by cycle to the town centre facilities.

Cycle storage is provided in garages or garden stores for houses. Secure storage provision will further encourage their ownership and use.

5.11 Materials

Consideration will be given to the use of local materials and suppliers where viable to reduce the transport distances and to support the local economy. Consideration will be given to the following measures:

- Use of 'A' rated materials as assessed using the BRE Green Guide to Specification for Buildings wherever possible
- Use of timber, the source of which is certified by FSC / PEFC or an equivalent approved certification body where practical
- Use of insulation materials with zero ozone depletion potential



5.0 Sustainability

5.12 Crime prevention and community safety

The layout has been designed to prevent crime and the fear of crime in accordance with government guidance set out in “Safer places – the Planning System and Crime Prevention” (Office of the Deputy Prime Minister, April 2004). In particular, the development will incorporate the following features:

- Traditional streets that are overlooked by the surrounding houses so that they feel safe, both in the daytime and at night.
- Exposed back garden boundaries will be minimised to minimise the risk of unauthorized entry to properties from the rear.
- The proposed development is limited to the primary access, pedestrian and cyclist access via the emergency access and the potential pedestrian and cyclist link with the neighbouring residential development restricting access through the site to residents and their visitors.
- Secured by Design principles are proposed to be adopted across the site.

5.13 Inclusiveness - access for all

In accordance with the guidance and requirements for access, highlighted in Section 3.0 of this document, the dwellings have been designed to comply with Approved Document Part M of the Building Regulations (2004) and the requirements of the Equality Act (2010):

- The proposed development will place an emphasis on pedestrian, mobility impaired and cycle use over car travel.
- The development has been designed to allow movement choice. Means of travel other than the car will be encouraged.
- Parking will not dominate the development.
- The internal layout of the dwellings will allow for wheelchair or mobility impaired access in accordance with Approved Document Part M of the Building Regulations (2004).



6.0

Conclusion



6.0 Conclusion

6.1 Conclusions

We believe that the proposed development is appropriate in scale and style. The proposal accords with relevant planning policies and taking the above into account we respectfully commend this application to you for consideration and approval.

- 125 new dwellings will be provided including affordable units together with associated garages, parking and landscaping.
- The changes to the proposed site layout are minimal from that already considered with the outline planning application.
- The proposed development will be design led, ie not of standard design and will relate to form, density and character of the surrounding residential context.
- The development respects its setting close to the 'Emsworth Gap'.
- Satisfactory access can be achieved from both Horndean and Southleigh roads.
- The proposed development will sit within the site's inherent landscape setting, retaining and reinforcing the existing landscape features.
- The proposed development will be of a high quality and will make efficient use of the site.
- Parking provision will be in accordance with the requirements of Havant Borough Council.
- The development will have good links with the surrounding area.
- The design and layout of the scheme will create a safe and secure environment.
- The design is of high quality and will provide for modern living requirements and construction techniques, and has regard to current sustainability requirements.







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