

On behalf of Phillips Build

DESIGN & ACCESS STATEMENT

Land at Oklahoma, Long Copse Lane, Emsworth

Hampshire

PO10 7UL

November 2024

Our ref: 23-078

Rev. P02



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DESIGN & ACCESS STATEMENT



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DESIGN & ACCESS STATEMENT





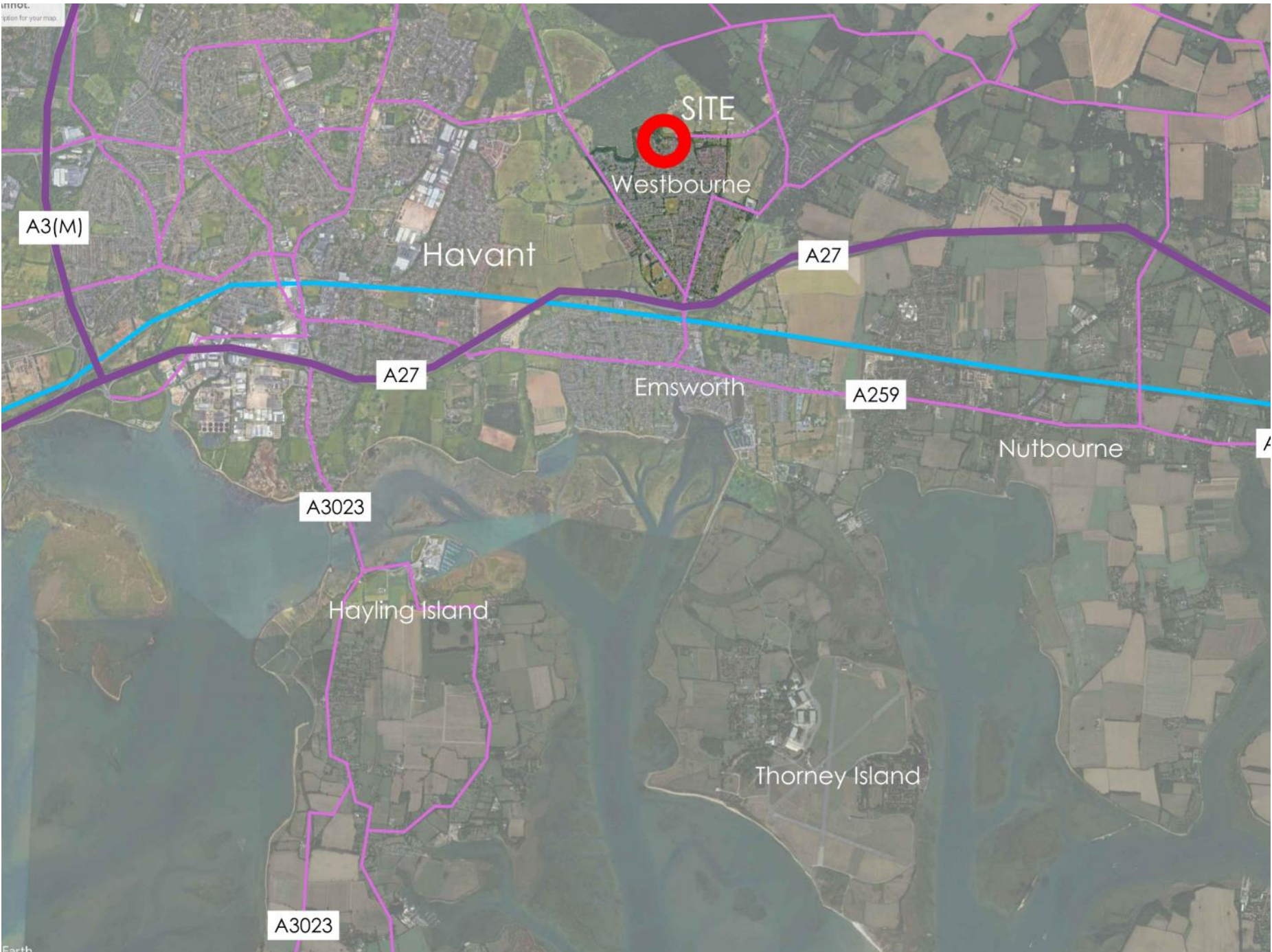
1.0 KEY PROJECT INFORMATION

KEY PROJECT INFORMATION

Applicant:	Phillips Build
Architect:	MH Architects Ltd
Site Address:	Oklahoma, Long Copse Lane, Emsworth, Hampshire, PO10 7UL
Site Area:	0.22 ha

PROJECT TEAM

Applicant:	Phillips Build
Architect:	MH Architects Ltd
Planning Consultant:	Town & Country Planning Solutions
Topographical Survey:	Encompass Surveys
Ecology/BNG:	South Downs Ecology
Trees:	South Downs Ecology
Highways:	Paul Basham Associates



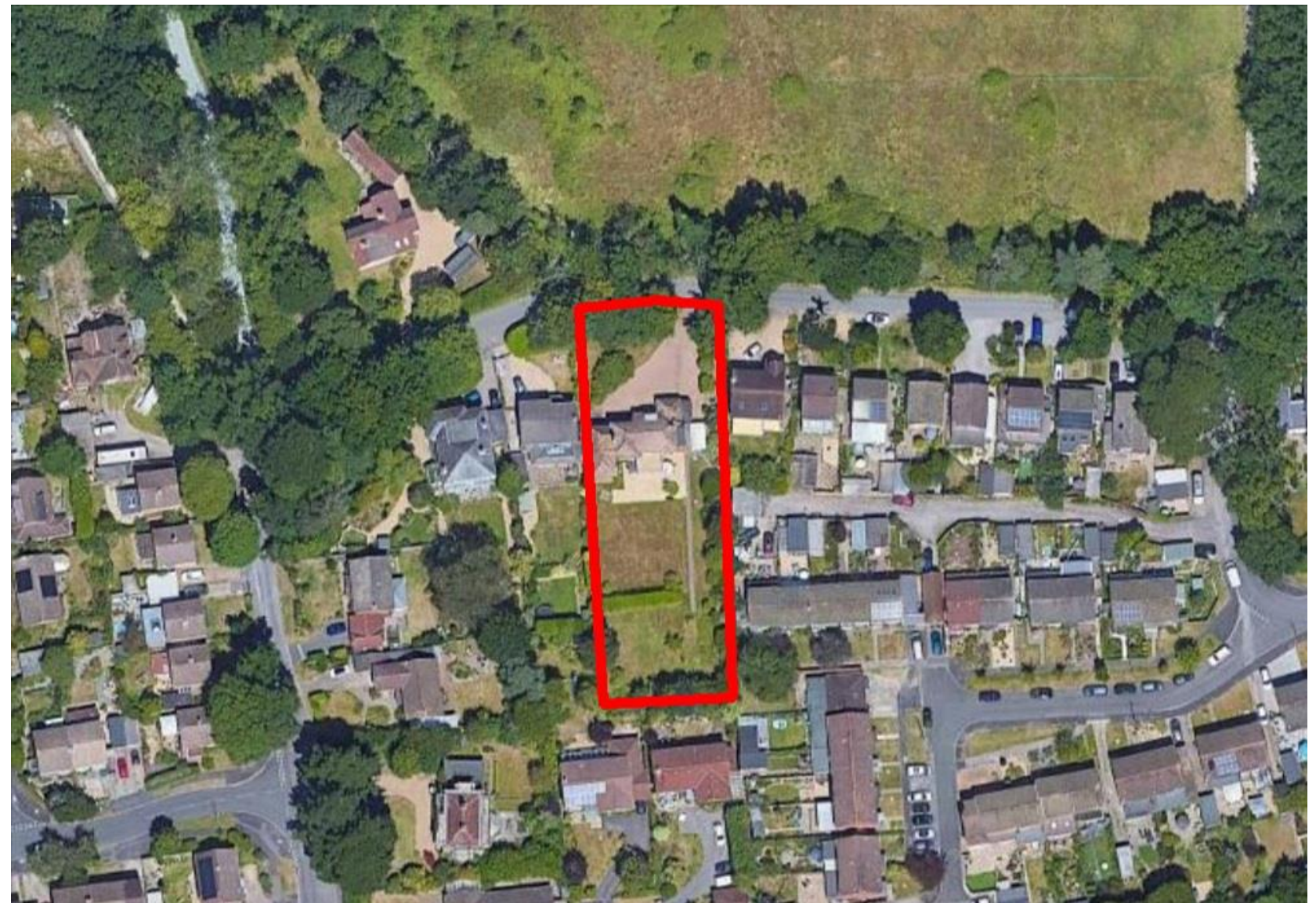
2.0 INTRODUCTION

M H Architects Ltd (MHA) have been commissioned by Phillips Build Limited to prepare a Design and Access Statement in support of a Detailed Planning Application for a residential development at "Oklahoma"; located on Long Copse Lane, Emsworth, Hampshire. The application site covers approximately 0.22 hectares.

The proposed scheme includes:

- Demolition of the existing "Oklahoma" dwelling
- Construction of 5 new dwellings with associated parking; utilising existing access

The MHA design team has thoughtfully considered the scheme with respect to the sensitivity of the location, which has influenced the scale, style, appearance, orientation, and extent of the proposed development. This approach ensures that the development and related external works are appropriately designed to harmonize with the surrounding area.



Aerial view of the site (courtesy of Google Earth)



3.0 SITE LOCATION & FLOOD RISK

The site is situated less than 1 mile west of the West Sussex village of Westbourne. It lies along the southern edge of Long Copse Lane, a road running to the northern settlement edge of Emsworth, Hampshire. The site is occupied by a large family dwelling named 'Oklahoma'; a five bedroom home with a substantial rear garden.

The existing dwellings fronting Long Copse Lane form a linear pattern to the east of the site, and for a short distance to the west before the road turns sharply south towards Westbourne village.

To the south east of the site lies a post war development of terraced houses, at Wraysbury Park Drive. The road network here, and a series of garages, abut the eastern edge of the site.

The northern edge of the site is partly lined with trees of varying species, heights and value. These are predominantly, higher value mature oaks.



Flood Risk
The surrounding area is at low risk of flooding, with the site itself not impacted by flooding according to the flood risk map.



Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432

Existing site plan and site photographs key.

4.0 SITE PHOTOGRAPHS



- 1: View of Oklahoma front elevation from access driveway
- 2: View from rear garden of Oklahoma looking north towards rear elevation
- 3: View of rear garden looking south-west
- 4: View of neighbour (plot 6) from rear garden
- 5: View of plot 6 side elevation from Oklahoma
- 6: View looking east towards dwellings belonging to Wraysbury Park Drive



4.0 SITE PHOTOGRAPHS



- 7: Site access from Long Copse Lane
- 8: View east across rears of dwellings along Long Copse Lane
- 9: View south towards rear garden of Oklahoma
- 10: View north towards access driveway
- 11: View south adjacent to western boundary



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Images on this page courtesy of Encompass Surveys and Google



8



9



10



11



4.0 SITE CONTEXT

The local area is characterised by a wide variety of dwelling sizes and styles, forming a very eclectic pattern of development. Predominantly two storeys in height, and forward facing onto Long Copse Lane, and enjoying substantial front garden spaces.

In addition a recently completed scheme by Metis Homes further east along Long Copse Lane sets a precedent in terms of scale and appearance.

The design team have carefully considered the styles which could be incorporated here and the following materials are appropriate;

- Red multi face brick
- Red stock contrast brick to details
- Tile hanging
- Red plain roof tiles
- Casement windows (in white or colour to be agreed)
- Timber boarding to ancillary structures (car barn, storage etc)

All new dwellings will be two storeys in height, with traditional detailing and composition. Elevations and site sections have been prepared and accompany this application to give a flavour of the style and scale we are proposing.





5.0 DESIGN PRECEDENTS



Flint gable front at The Shire, Westbourne



Gable front with tile hanging



Tile hanging with contrasting brick colours, finials and cottage casement windows



Bay window with tile hanging



Flint gable with brick quoins at The Shire, Westbourne



Timber framed car port with hipped roof

6.0 PRE-APPLICATION ENQUIRY (REF: GEN/23/01113)

FEEDBACK

A Pre-Application Enquiry (ref: GEN/23/01113) was submitted to HBC in December 2023, and the feedback received was generally positive.

The response mentions that built development is supported by the local planning policies, particularly within the built-up area of the borough where the application site is located.

Based on the material submitted, the planning officer believed that the plot sizes and footprints of the proposed dwellings would provide a transition between the more dense urban grain to the east and the looser approach to the west.

The response also mentions the benefit of having two dwellings facing the street as per the submitted site layout, as it would ensure the continuation of a street frontage. Dwellings could be satisfactorily accommodated with expected amenities without causing demonstrable harm to the amenities of the adjacent properties.

However, a concern was raised over the creation of an improved vehicle access, as it had the potential to create noise and light pollution to the immediately adjacent property to the east—the new access could result in the loss of established vegetation thus creating wider views looking into the site.

To help preserve the verdant character of the street frontage, the design team have proposed the replacement of an existing hazel tree that is to be removed to provide the necessary width for the vehicular access.

As part of this full planning application, the design team have taken further design considerations into account, including highways safety, car parking provision, detailed design, ecological matters relating to enhancement and Biodiversity Net Gain (BNG).



Submitted imagery for pre-application enquiry.

7.0 DESIGN PROPOSAL

SITE LAYOUT

The existing access into the site will be adapted slightly, and the low value hazel here will be removed with a better specimen replanted within the scheme for the benefit of residents and passers by. The new access road will run along the eastern edge of the site, feeding an area to the south.

This allows the land to be notionally subdivided into an upper area of 2no larger detached dwellings [and these follow the building line of the lane]; and a lower area of more subserviently proportioned dwellings—3no here, formed of a pair of semis, a detached dwelling and a detached 3 bay car barn.

Privacy of neighbours is maintained throughout, and appropriately sized rear gardens provide private amenity to the residents.

Trees are to be largely retained on site, although some are to be lost and these are of lower value. A suitable replacement planting scheme will be prepared as a part of a detailed application. Please refer to accompanying tree survey and statement.

The line of existing development, particularly to the east has been replicated within the proposed site plan, thereby extending an already present development pattern.

The proposed dwellings will accord to new development criteria such as Nationally Described Space Standards (NDSS) and will be to minimum required floor areas.

Accommodation

The 5no. Proposed dwellings will provide the following accommodation:

- Plot 1: 4 Bed 6 Person
- Plot 2: 4 Bed 7 Person
- Plots 3 & 4: 3 Bed 5 Person
- Plot 5: 4 Bed 6 Person



7.0 DESIGN PROPOSAL

SITE LAYOUT



Parking

Parking is generally provided as 2no spaces per dwelling. Cycle storage will be within private garages, garden stores (accessible via alleyways and gates).

Refuse collection

As exists, refuse will be collected by the lorry parking at the roadside and operatives entering site and collecting bins. A small compound will be placed towards the top of the new access road which residents will take bins to ready for collection day. A turning head is provided within the south of the site in front of Plots 3—5 allowing a fire appliance to enter and leave site in forward gear.

Ecology and BNG

The proposed scheme is considered to have a 'negligible' impact upon ecology. Any risk of negative impact on protected species of reptiles, birds, small mammals and amphibians will be avoided with mitigation and avoidance measures. Please refer to South Downs Ecology documents: GS242.Oklahoma.EclA and GS242.Oklahoma.PEA

Trees

Existing trees will be retained where possible. However, the proposal requires removal of a small number of trees to provide the necessary vehicular access, though these trees are considered to be of low or moderate value. The design will incorporate new native trees and hedge planting to enhance biodiversity and ensure that the privacy and character of the site is retained.

Nitrates

According to an assessment by South Downs Ecology, the proposal would result in a small net increase in nitrogen runoff, but would not constitute a significant effect. Credits to offset this would be purchased from the East Hampshire Warnford Park Mitigation System.

7.1 DESIGN PROPOSAL

ARTIST IMPRESSIONS



7.2 DESIGN PROPOSAL

STREET SCENE



7.3 DESIGN PROPOSAL

PLANS AND ELEVATIONS



Plot 1

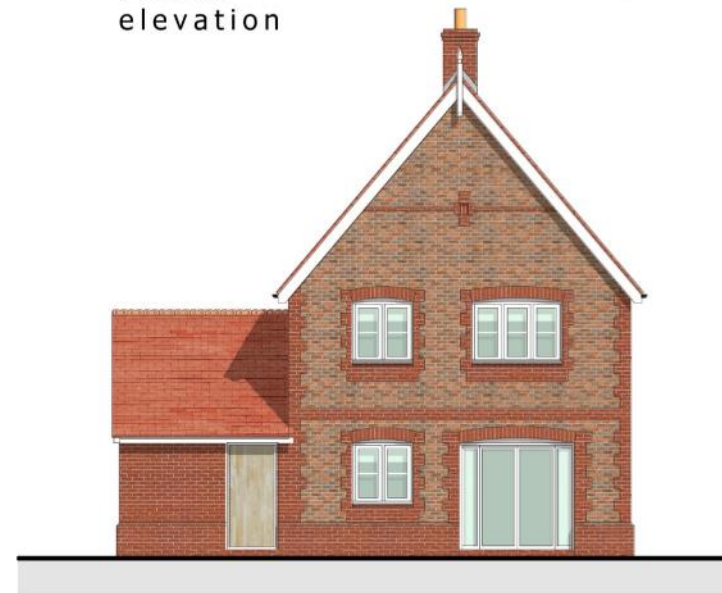
Facing towards Long Copse Lane, the front elevation of plot 1 exhibits an eclectic mix of materials and features, including flint, red brick and cottage casement windows, bound with brick detailing in the form of quoins, cills and lintels.

The addition of an upper storey bay window and brick plinth detailing around the perimeter of the dwelling adds relief to the front elevation, further enhanced by fascia boards and finials.

The remaining three elevations are faced with multi brick and bound with red brick quoins.



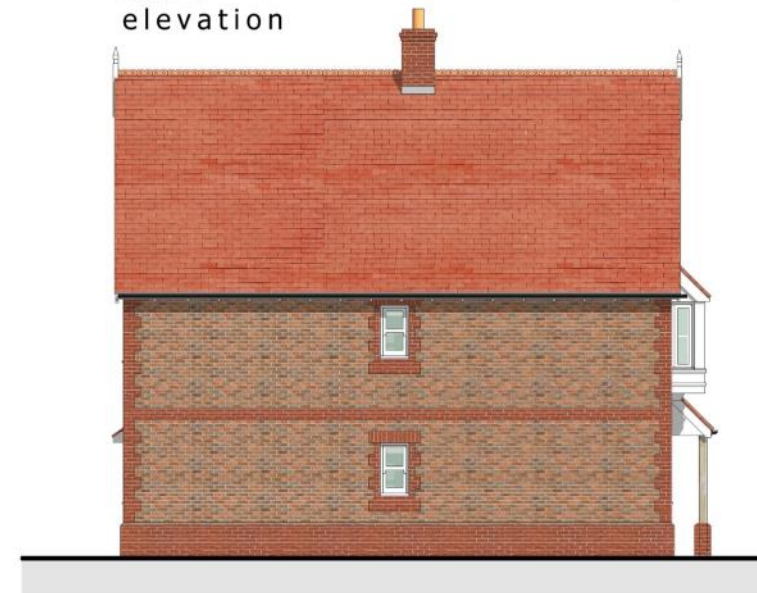
FRONT
elevation



REAR
elevation



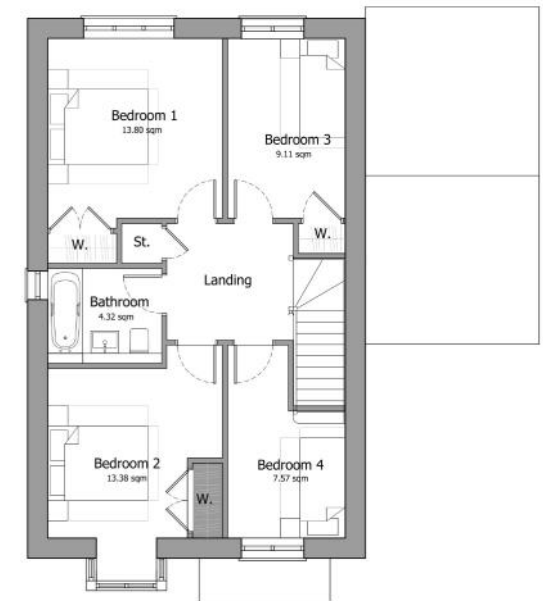
SIDE
elevation



SIDE
elevation



GROUND
floor plan



FIRST
floor plan

7.3 DESIGN PROPOSAL

PLANS AND ELEVATIONS

Plot 2

Also fronting Long Copse Lane is plot 2, which provides a contrast from the adjacent plot 1 by exhibiting a toned-down mix of materials, though still in-keeping with the traditional style to be found in the local area.

The design team have instead focused on enhancing the front elevation through form manipulation; a gabled front adds relief to the western side of the elevation, which is continued on the eastern side with a roof-over porch and bay window.



FRONT
elevation



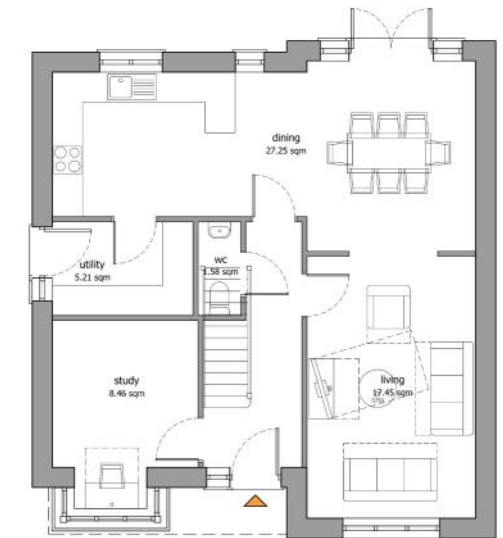
SIDE
elevation



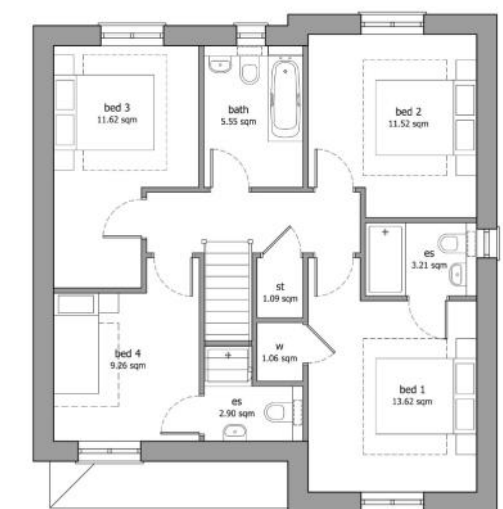
REAR
elevation



SIDE
elevation



GROUND
floor plan



FIRST
floor plan

7.3 DESIGN PROPOSAL

PLANS AND ELEVATIONS



Plots 3 & 4

Moving away from the main road, the design team have created a courtyard for the remaining three dwellings. Plots 3 & 4 take on the form of semi-detached houses, featuring tile hanging on the upper storey level and contrasted with multi brick and red brick on the ground level.

The fully hipped roof ensures minimal impact on the neighbouring dwellings both within the site and outside. This has been enhanced with the inclusion of a cosmetic double-pot chimney.



FRONT
elevation



SIDE
elevation



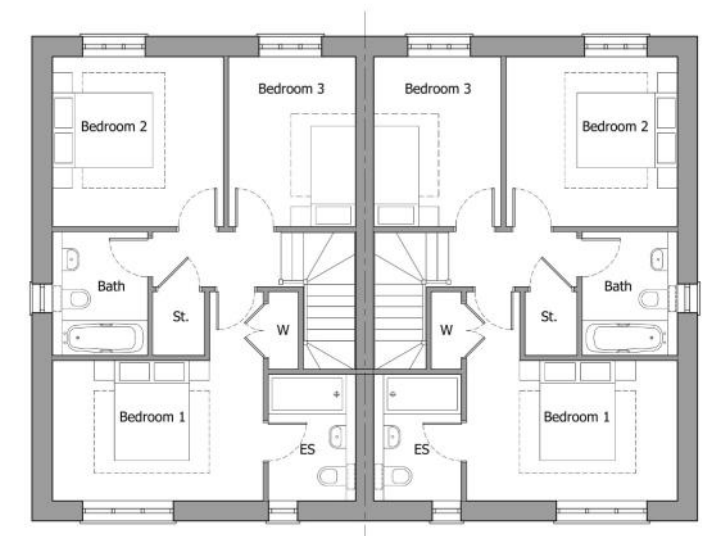
REAR
elevation



SIDE
elevation



GROUND
floor plan



FIRST
floor plan

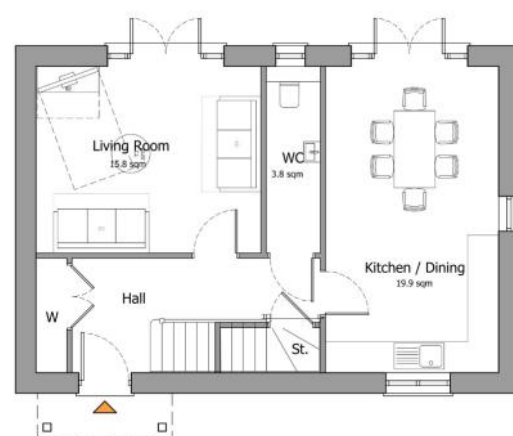
7.3 DESIGN PROPOSAL

PLANS AND ELEVATIONS

Plot 5

Elevation treatments such as contrasting brick detail help to enhance the simplistic form of plot 5.

Further enhancements include fascia boards and finials that coordinate with the white cottage casement windows.



GROUND
floor plan



FIRST
floor plan



FRONT
elevation



SIDE
elevation



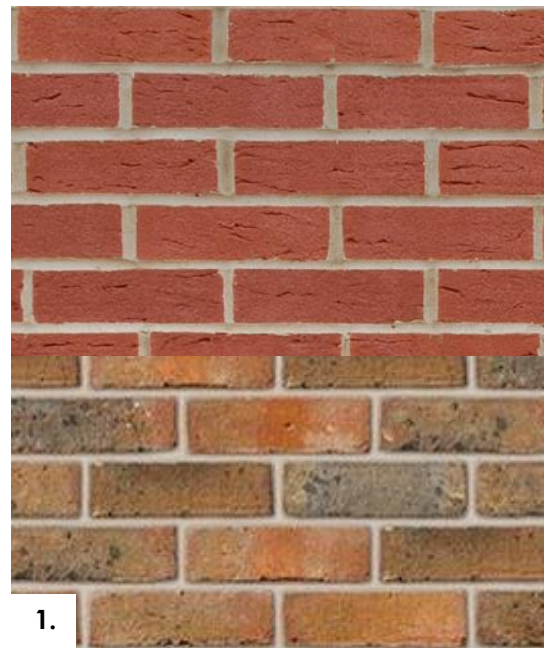
REAR
elevation



SIDE
elevation

8.0 MATERIALS

1. Red and/or multi brick
2. Red roof tiles
3. Red hanging tiles
4. Flint blocks with brick quoins
5. uPVC sash windows
6. uPVC cottage casement windows
7. Bay window
8. Finial detail
9. Pitched roof porch
10. Brick plinth detail



9.0 SUMMARY

The proposed scheme, submitted for Householder Planning permission, has been thoughtfully designed with consideration for the existing building and its surrounding context.

The architectural team collaborated closely with Havant Borough Council officers, taking into account all feedback received at the Pre-Application Enquiry. A number of external consultants and advisors have informed the development of the design resulting in a scheme that both respects the surrounding environment and, makes efficient use of the available land.

We respectfully request that the Officers and Members of the Council view this proposal favourably and grant planning permission.



10.0 APPENDIX I PRE-APPLICATION ENQUIRY RESPONSE



Public Service Plaza
Civic Centre Road
Havant
Hampshire PO9 2AX
T 023 9244 6019
www.havant.gov.uk

Mr C Purdy

Our Ref: GEN/23/01113
Direct Line: (023) 07442800996
Ask For: Mrs Arleta Miszewska
Email: planning.development@havant.gov.uk

29 February 2024

Site Location: 4 Long Copse Lane, Emsworth, PO10 7UL
Re: Demolition of existing dwelling and construction 5no dwellings.

Dear Mr Purdy

I am writing to you in regard to your enquiry in relation to the above address. Please find my full response below.

The proposal includes the demolition of an existing dwelling and erection of 5 dwellings. Two dwellings would front Long Copse Lane and three dwellings would be located within the rear parts of the site. These dwellings would be accessed via a new vehicular access onto the site running alongside the eastern boundary and incorporating a turning area within the central parts of the site. The dwelling mix would include 3 detached dwellings and 2 semi-detached. In order to create the vehicular access a hazel tree would be removed. It is proposed to replace this tree.

The submission includes a proposed site layout plan, indicative elevations, Design and Access Statement, and a Preliminary Ecological Appraisal.

No floor plans have been submitted to indicate the size of the proposed dwellings, in terms of number of bedrooms.

Internal consultations have been carried out. Planning Policy and Tree Officer's comments are outstanding and will be provided separately once available.

The comments below are based on the information available.

The main issues identified at this pre-application stage in relation to this development are as follows:

1. The principle of development;
2. Impact on residential amenity;
3. Character and appearance of the area and trees;
4. Highway matters;
5. Ecological issues;
6. Other matters.

1. Principle of development

Please note that full comments from Planning Policy Team are awaited and will be provided once available.

The Havant Borough Local Plan (Core Strategy) 2011 and the Havant Borough Local Plan (Allocations) 2014, together with the Hampshire Minerals and Waste Plan provide the

Conclusion

The below conclusion is made without the benefit of comments from the Planning Policy Team and the Tree Officer.

The pre-application site is located within the built-up area of the Borough where built development is supported by the local planning policies, subject to compliance with relevant policies safeguarding, inter alia, quality design, residential amenity, highways safety, car parking and ecology.

The submitted layout shows a proposal for 5 dwellings. The plot size, the footprint of the new dwellings and their gardens would provide a transition between the more dense urban grain to the east and the looser approach to the west. Two dwellings would face the street ensuring continuation of a street frontage.

Whilst no detailed floor plans and elevations have been submitted, the material provided suggests that the proposed dwellings could be satisfactorily accommodated within the site together with the expected amenities without causing demonstrable harm to the amenities of the adjacent properties.

The proposed access into the site could give rise to a concern over noise and light pollution to the immediately adjacent property to the east. Any formal application for a planning permission would be expected to demonstrate that no harm would be caused to this neighbouring property.

In terms of landscaping, there is a concern that the altered vehicular access would open up the frontage of the site resulting in the loss of established vegetation and creating wider views into the site with the immediate views being of a large extent of hard surfacing for the vehicular access. The immediate streetscene has a verdant character created by the established and mature boundary vegetation. A careful consideration will have to be given to provide the necessary width of the access while retaining the verdant character of the street frontage.

Other material consideration, including highways safety, car parking provision, detailed design, ecological matters, including but not limited to nutrient neutral development and protection of nature conservation sites can be addressed through detailed design of the development, the submission of relevant assessments and reports, and appropriate mitigation. Please note that the above comments are the opinion of individual Planning Officers and are in no way binding upon the Council when determining any future applications for planning permission and nor will they prejudice the outcome of any applications submitted.

This advice also only relates to planning matters, and does not relate to any other application that may be required under Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 02392 446571

Yours sincerely

Mrs Arleta Miszewska

Our Ref: GEN/23/01113

10.0 APPENDIX I PRE-APPLICATION ENQUIRY RESPONSE



spaces for a 2, 3 or 4-bed dwelling.

In terms of the altered vehicular access onto the site, Hampshire County Council Highway Authority comments should be sought in terms of acceptability of the vehicular access in that location.

5. Ecological considerations

The pre-application submission contains a preliminary Ecological Appraisal (South Downs Ecology, December 2023). The ecology report identifies that the site is generally of limited ecological value, containing highly modified habitats such as mown species-poor lawns and ornamental plantings. It is most likely that that ecological impacts of the proposal would be at the site scale. The dwelling has been shown to contain evidence of roosting bats and therefore additional bat survey work would be required. These surveys would have to be completed, and any mitigation proposals developed, alongside any future application.

Any future application would be expected to be accompanied by detailed ecological mitigation, compensation and enhancement measures. This may include compensatory habitats within the site as well as ecological enhancement features such as bat and bird boxes.

In addition, any application would need to include an ecological assessment of the existing site and proposals for enhancement and Biodiversity Net Gain.

NPPF, Circular 06/2005 and Natural England Standing Advice, require that planning decisions are based on full, up-to-date ecological information. It is essential that all necessary survey, assessment and mitigation information is available to the Local Planning Authority prior to determination, particularly in the case of protected sites, habitats and species, which are material planning considerations. This will enable the Local Planning Authority to determine the application on the basis of full knowledge about the potential ecological impacts of the proposal and to ensure that any impacts can and will be mitigated.

6. Other matters

The site is located within Flood Zone 1 (lowest flood risk). Any application would need to set out proposed foul and surface water drainage for consideration.

The development would be liable to a Community Infrastructure Levy (CIL) contribution which is £100 / sqm + indexing. Details can be viewed on the Councils Website.

There is also a requirement for a contribution to the Solent Recreation Mitigation Scheme. This would be £639 for a 2 bed unit and £834 for a 3 bed unit.

The development would have an impact on the SPA without mitigation and any application would be subject to an HRA/AA in consultation with Natural England.

In addition, Nutrient neutrality requirements would need to be addressed in relation to any development. Details of requirements can be viewed on the Councils website at the following address:
<https://www.havant.gov.uk/nutrient-neutrality-what-developers-need-know>

Further details in relation to CIL and SRMS contributions can be viewed on the Council's website in the Havant Borough Council Developer Contributions Guide.

7. Validation requirements

In terms of validation requirements, in addition to specific requirements set out above, further information can be found at the below website:

[Review of the Local Information Requirements – Spring 2013 \(havant.gov.uk\)](#)

3. Character and appearance of the area and trees

The property is located at the western end of Long Copse Lane, close to the junction with Hollybank Lane. In terms of built form character, it forms a part of a group of buildings facing Long Copse Lane and Hollybank Lane running to the south and then turning west. These buildings are detached, located within large plots benefiting from ample gardens and frontages. Many of the properties are bounded by mature trees and thick hedges. Immediately to the east of 4 Long Copse Lane, the character of built form changes significantly. The area is occupied by a development of detached, semi-detached and terraced properties accessed from Wraysbury Park Drive. These properties are also of two storey height and are arranged into a perimeter block with a vehicular access drive within it. These properties are located within much smaller plots which creates much finer grain to the area where 4 Long Copse Lane is located. It is also noted that backland development is not found in the immediate vicinity.

The proposed development would consist of 5 dwellings. Two of them would face Long Copse Lane, retaining the established front building line, and the other three would be located within the rear of the site. They would be positioned in such a way that they would align with the dwellings located in Wraysbury Park Drive. However, the proposed dwellings would be larger than these in Wraysbury Park Drive, they would resemble the footprints of the properties located between Long Copse Lane and Hollybank Lane. The density of the proposed development would be higher than to the west but lower than to the east. As such, in terms of urban grain, plot size and garden size, the proposal would create a transition between the two rather contrasting areas.

From design perspective, the proposed development could be designed to be acceptable. Consideration would have to be given to any views of the development from Long Copse Lane to ensure that the properties at rear do not dominate the view or overwhelm the view of the properties at the front. The mass and height of these properties would have to be carefully considered to ensure that they are subservient and smaller in size, massing and scale to the frontage properties. This is particularly important, given that the proposal includes a widened vehicular access from Long Copse Lane that would increase the visibility of the proposed properties. The overall character of the proposed dwellings, the external materials and detailing should be informed by an analysis of the site and its context.

The surrounding area and the street frontage of Long Copse Lane have a verdant character created by dense mature vegetation. It would be important to ensure that the landscape of the development site reflects this. The frontage boundary would be expected to include enhancements to compensate for the greenery lost in order to alter the vehicular access onto the site. The proposal would introduce a wider opening within the frontage which would be hard-surfaced and would appear out of context with the established character of the streetscene. Therefore, careful consideration needs to be given to both soft and hard landscaping to ensure that the altered vehicular access does not harm the established character. The Councils Design SPD discourages developments which create gaps that are not in keeping with the established development pattern.

In terms of impacts on trees, Tree Officer's comments are awaited and will be provided once available.

4. Highways and parking considerations

Hampshire County Council are the Highway Authority for this area and operate a charged pre-application service with which you are advised to engage at pre-application stage. Parking is considered a particular issue for any application. Two and three bed dwellings would need to provide 2 spaces per dwelling, four bed dwellings would be required to provide 3 spaces per dwelling. Car parking spaces are required to be at least 2.4x4.8m to meet the requirements of the Havant Borough Parking Standards SPD.

Cycle parking would also need to meet the requirements of the Parking SPD, which is 2 cycle

development plan for the Borough.

In addition, the Council has adopted a Housing Delivery Position Statement. It does not form part of the development plan but is relevant to this pre-application.

The site lies within the built up area as defined by policy CS17 of the Havant Borough Local Plan (Core Strategy) 2011 (Core Strategy) and policy CS2 Havant Borough Local Plan (Allocations) 2014 (Allocations).

Within the built up area there is a presumption in favour of sustainable development subject to the relevant development management considerations outlined below.

The proposal would make a very modest contribution (4 dwellings) to the provision of additional housing in the Borough where the Council are currently unable to demonstrate a five year supply of housing (+ 20% buffer applied).

2. Impact on residential amenity

Impacts on adjacent properties

Detailed assessment of potential impacts can only be made at the application stage once adjacent neighbours are consulted on the proposal and a site visit is undertaken to the potentially affected properties.

The Council's Design SPD sets out standards for residential development which is required to avoid any harmful impacts on amenities of adjacent properties, including light, outlook and privacy. It requires appropriate separation distances to avoid any harmful overlooking, a loss of light and outlook. For example, a 20m separation distance would be required between clear windows at first floor level. The proposed Site Layout Plan appears to demonstrate that such distance would be achieved between the properties on site as well as the properties to the south, at Hollybank Lane.

In terms of potential noise impacts, the proposed development would result in an intensified use of the existing vehicular access for 5 properties, including 3 properties using the entire length of the access that would run alongside the eastern boundary and would be immediately adjacent to the existing property to the east. The access would run alongside the entire boundary of that property, including its frontage, the dwelling itself and the rear garden. A submission for planning permission would be expected to demonstrate that there would be no noise or light disturbance from the intensified use of the vehicular access that would cause harm to the residential amenities this adjacent property currently enjoys.

Amenities of prospective occupiers

All new dwellings are required to meet the minimum internal space standards set out in the Technical housing standards – nationally described space standard (March 2015) by Department for Communities and Local Government.

The Council's Design SPD sets out standards for residential development required to create a quality residential environment for the prospective occupiers of the new development, including the provision of private residential amenity space that is private and useable. The submitted Site Layout Plan shows that the dwellings would be served by rear gardens of varying sizes that would be found in accordance with the expectations of the Design SPD.

The relationship between the proposed properties, in terms of light, outlook and privacy could only be assessed once detailed floor plans are available.

On-plot facilities for bin and refuse storage would also be expected to be provided together with a bin collection point. The detail of such provisions is normally dictated by the Building Regulations requirements. The applicant is advised to ensure that the proposed dwellings can meet the relevant expectations.

10.0 APPENDIX II PLANNING POLICY COMMENTS



Planning Policy Comments

Application No:	GEN/23/01113
Site Address:	4 Long Copse Lane, Emsworth, PO10 7UL
Development:	Demolition of existing dwelling and construction 5no dwellings.
Case Officer:	Arleta Miszewska
Comments by:	Josephine Lacey
Date of Comments:	13/03/2024
Policy Status	
The Local Plan (Core Strategy) and the Local Plan (Allocations), together with the Hampshire Minerals and Waste Plan provide the development plan for the Borough.	
In addition, the Council has adopted a Housing Delivery Position Statement (HDPS) . It does not form part of the development plan but it is relevant to this enquiry.	
The following Adopted Local Plan and Allocations Plan policies are of particular relevance:	
- CS9 – Housing - CS11 – Protecting and Enhancing the Special Environment and Heritage of Havant Borough - CS16 – High Quality Design - CS17 – Concentration and Distribution of Development within the Urban Areas - CS21 – Developer Requirements - DM8 – Conservation, Protection and Enhancement of Existing Natural Features - DM13 – Car and Cycle Parking in Residential Development - DM25 – Managing Flood Risk in Emsworth - DM11 – Planning for more sustainable travel - DM13 – Car and Cycle Parking on Residential Development - AL1 – Presumption in Favour of Sustainable Development - AL2 – Urban Area Boundaries and Undeveloped Gaps between Settlements	
The following Emsworth Neighbourhood Plan policies are of particular relevance:	
- D1 – Emsworth Design Policy - D2 – Emsworth Height Mass and Materials - D3 – Emsworth Layout, Form and Density	
Principle of development	
The site lies within the urban area as defined by Policies CS17 and AL2. These policies outline that development is acceptable in principle within such locations, subject to other material considerations.	
Density	
Policy CS9 seeks to achieve development 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. This is supplemented by Decision Making Principle 5 of the HDPS which indicates that proposals should achieve a minimum of 40 dph.	
Policy D3 of the Emsworth Neighbourhood Plan further states that the layout, form and density of new developments should reflect the historic characteristics of the neighbourhood area and make efficient use of land at the optimum density.	
The proposal includes 5 dwellings. The submitted Design and Accessibility Statement refers to a site area of 0.22ha but this excludes any buffer area required for the existing and replacement tree(s).. At a density of 40dph expected by the HDPS, the yield would result in 9 dwellings but it is noted that the submitted site area is based on a gross developable area, as	

opposed to a net developable area. Figure 1 of the Council's [Residential Density Analysis](#) sets out which areas should be excluded from any net area calculation:



In order to further assess whether the site achieves an appropriate density, the applicant is requested to provide a site plan which clearly shows the net developable area, excluding the elements within the gross site area e.g. buffer areas. The Design and Access Statement should be updated to reflect the site's constraints and explain how this has informed the design and layout of the proposals. With the submission of further information set out above, it may be possible to show that the proposal achieves an appropriate density.

Five year housing land supply

The Council's Five Year Housing Land Supply Update (March 2023) indicates the Council has 1.81 years supply with a 20% buffer applied, which is below the five year supply threshold. The lack of five year supply has the potential to trigger a presumption in favour of sustainable development in line with paragraph 11d of the NPPF (NB exceptions apply). The scheme's potential contribution to the 5 year supply must be afforded weight in the overall planning balance.

Impact on trees

There are many trees within the application site and a group of TPO trees immediately to the south of the site. It is recommended that the Council's Tree Officer is consulted on this enquiry to review the need for any tree survey and associated protection and mitigation strategies for trees that may be necessary, in accordance with Policy DM8 which aims to protect and conserve natural existing features.

Flood Risk

Policy DM25 requires the applicant must demonstrate how post development runoff has been reduced by the greatest percentage rates and volumes that are possible in the context of cost, technical feasibility and viability. The development may also be required to make a contribution to the Emsworth Flood Alleviation Scheme.

Design

The adopted Local Plan requires high quality design in all developments under Policy CS16.

Policy D1 of the Emsworth Neighbourhood Plan requires high quality design, a design and access statement submitted alongside applications detailing any required landscape

mitigation measures and the impact of the development, and for development proposals to have regard to the Design Checklist within the plan. Policy D2 of the plan requires all new buildings to enhance the character of the area, with appropriate mass, height and materials.

Parking

The proposal would need to ensure that appropriate parking provision is provided in accordance with Policy DM13 and the Council's Parking SPD.

Conclusions

As the development is proposed within the urban area boundary, development is acceptable in principle subject to other material considerations. As outlined above, further information would need to be submitted to confirm whether an appropriate density would be achieved. Additionally, the lack of five year housing supply and the scheme's potential to add to the supply, though limited, indicates that the proposal would trigger presumption in favour of sustainable development. Subject to the above matters being appropriately addressed, the proposals would be capable of support.