

**Demolition of existing dwelling and erection of 5no. dwellings,  
together with associated access, car parking and landscaping**

**At Oklahoma, Long Copse Lane, Emsworth, Havant, PO10 7UL**

**Full Planning Application**



**Planning Statement**

**Town and Country Planning Solutions Ref No: TCPS 1115  
December 2024**

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## **2. CONTENTS AND APPENDICES**

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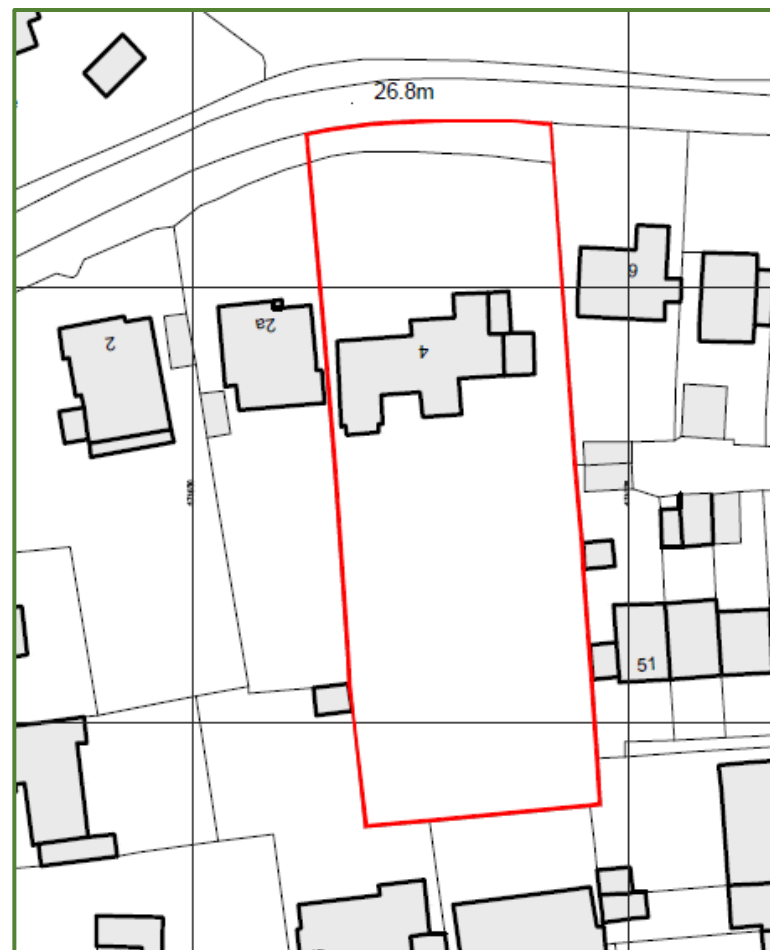
### **List of Appendices**

1. Pre-application consultation no. GEN/23/01113 – Scheme and Council's responses

## 1. INTRODUCTION

- 1.1 This Planning Statement accompanies a full planning application submitted to Havant Borough Council on behalf of the Philips Build. The application site comprises a large, detached dwelling known as Oklahoma, situated on the southern side of Long Copse Lane in Emsworth. The property has a spacious garden with the site extending to 0.22 hectares. The proposal is to demolish the existing dwelling and to erect 5no. dwellings, together with associated access, car parking and landscaping. This application follows a positive pre-application consultation with the Planning Authority, with a separate consultation with the Highway Authority.
- 1.2 This Statement outlines the background of the site, before explaining the proposed scheme. This is followed by an assessment of the relevant planning policies and other considerations. The final section provides a summary and an assessment of the planning balance.

**Site Location Plan**



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## **2. BACKGROUND TO THE PROPOSAL**

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### **i) The site and surrounding area**

2.1 The application site comprises a large, detached dwelling (known as Oklahoma) situated on the southern side of Long Copse Lane in Emsworth. It occupies a spacious site extending to 0.22 hectares, with a large driveway to the front (north) and an extensive rear garden to the south. The garden is occupied by ornamental trees and hedgerows, with boundary trees along the eastern and southern boundaries.

2.2 Oklahoma is a chalet bungalow of brick construction. It is faced with a combination of brickwork and render, with uPVC windows. The roof is covered with concrete tiles. There are two integral garages on the front elevation. The rear elevation has two extensions, including a flat roof extension at the centre and a hipped extension on the western side, forming an 'L' shape to the main dwelling. It

is not considered that the property has any architectural merit worth retaining.

2.3 The surrounding area is mixed in character. Immediately to the west are two detached dwellings of a similar size, with more modest detached properties to the south west along Hollybank Lane. To the east are smaller detached dwellings along Long Copse Lane, which back onto a private cul-de-sac off Wraysbury Park Drive. On the southern side of the cul-de-sac to the south east of the site are terraced and semi-detached dwellings. The surrounding palette of materials include a mix of brickwork (differing colours), render and tile hanging, with concrete, clay and slate roof tiles.

## **2. BACKGROUND TO THE PROPOSAL**

**Photograph 1 – Front elevation of Oklahoma**



**Photograph 3 – View looking north towards Oklahoma**



**Photograph 2 – Rear elevation of Oklahoma**



**Photograph 4 – View across the site looking south east**



## 2. BACKGROUND TO THE PROPOSAL

**Photographs 5 – 8 – Properties in the surrounding area**



## 2. BACKGROUND TO THE PROPOSAL

*Aerial view of the site and surrounding area © Google Maps*



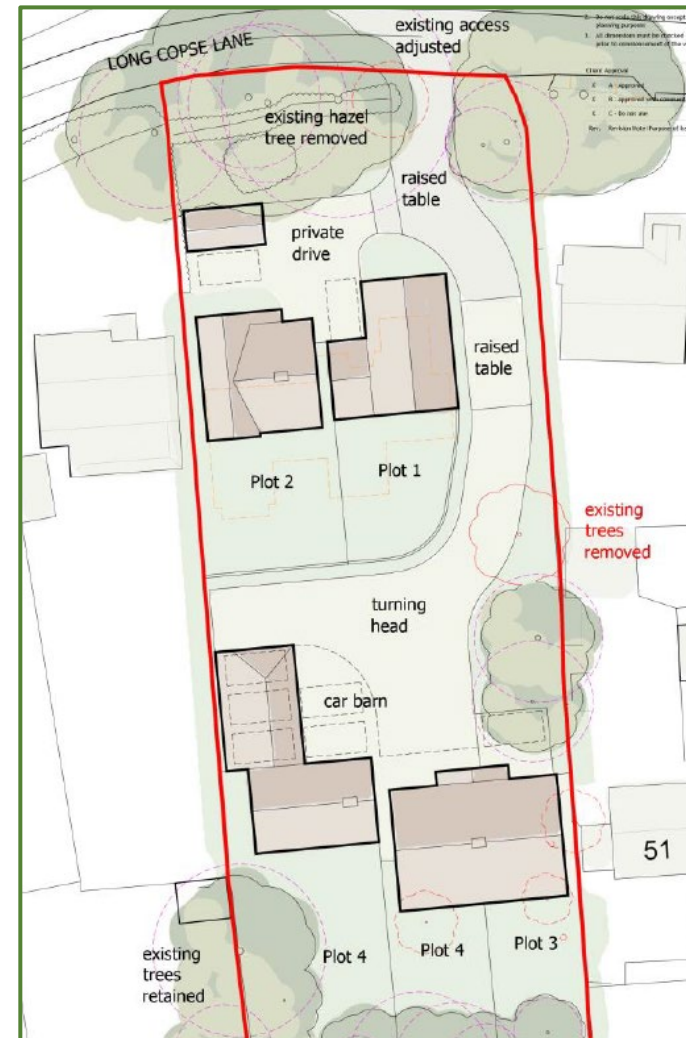
## 2. BACKGROUND TO THE PROPOSAL

### ii) Pre-application consultation no. GEN/23/01113

2.4 The Applicant undertook a pre-application earlier in 2024 for a similar scheme. The existing access would be widened slightly to accommodate the new access road serving the site. At the front were two detached dwellings (Plots 1 and 2), with a single detached garage to the north of Plot 1. At the rear were a pair of semi-detached dwellings at the south eastern corner (Plots 3 and 4) and a detached dwelling to the west with an attached triple garage to the north.

2.5 All dwellings had private garden areas, two allocated parking spaces, with space provided for bin and bike stores.

2.6 The dwellings were two storey with traditional (albeit varied) designs, with pitched or hipped roofs, faced with tile hanging and / or bricks.



## 2. BACKGROUND TO THE PROPOSAL



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## **2. BACKGROUND TO THE PROPOSAL**

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- 2.7 The Council's pre-application response formed two parts covering planning policy and development management considerations.
- 2.8 The policy response confirmed that the principle of development was supported in this location. Furthermore, the Council have a very low housing land supply position of 1.81 years including a 20% buffer. As such, the presumption in favour of sustainable development could be applied, subject to consideration of all material planning considerations.
- 2.9 Regarding site density, housing proposals should achieve 40 dwellings per hectare (using net developable area). The density of the gross developable area would be 22 dwellings per hectare. As such, the submission should be accompanied by a site plan confirming the net developable area, to confirm the net density which should be at or around 40 dwellings per hectare.
- 2.10 The Council's design policies and guidance should be adhered to and met. There are tree protection orders (TPOs) near the site but not on it. The Council's Tree Officer will be consulted during the application. The site lies within Flood Zone 1. The scheme would need to meet the Council's parking standards.
- 2.11 The development management considered that the scheme was unlikely to have a harmful impact upon neighbouring amenity, with required separation distances ensuring no harm from overlooking, loss of privacy or dominance.
- 2.12 The dwellings would meet the Nationally Described Internal Space Standard and the private garden areas would be of sufficient size to serve the dwellings. As such, there would be suitable quality of accommodation for future residents.
- 2.13 Turning to design and visual impact, the dwellings at the front would be assessed in the context of the dwellings

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## 2. BACKGROUND TO THE PROPOSAL

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along Long Copse Lane. The dwellings at the rear would be assessed in the context of Wraysbury Park Drive. The proposed density 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 contrasting areas.

- 2.14 Consideration would 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. A carefully designed landscape strategy should also be provided.

- 2.15 Parking requirements would be 2no. spaces for two and three bedroom dwellings and 3no. spaces for four bedroom dwellings. All dwellings would need 2no. cycle spaces, with suitable and convenient storage arrangements.
- 2.16 Overall, the proposed scheme is likely to be supported in principle and could be acceptable subject to an assessment of all planning material considerations. Special consideration should be given to the impact upon the neighbouring property to the east from passing vehicles. The hard and soft landscaping proposals also need to be carefully considered.
- 2.17 A copy of the pre-app submission and the Council's responses are reproduced in **Appendix 1**.

### 3. THE PROPOSED REDEVELOPMENT SCHEME

- 3.1 The proposal is to demolish the existing dwelling and to erect 5no. dwellings, together with associated access, car parking and landscaping.

#### **Unit mix**

- 3.2 The proposed housing mix will be as follows;

- Plot 1 – 4 bed (6 person)
- Plot 2 – 4 bed (7 person)
- Plot 3 – 3 bed (5 person)
- Plot 4 – 3 bed (5 person)
- Plot 5 – 4 bed (6 person)

- 3.3 As such, the scheme will comprise 2no. 3 bedroom and 3no. 4 bedroom dwellings.

#### **Site layout, servicing and landscaping**

- 3.4 The existing access would be widened slightly to create sufficient visibility in both directions and the required road width to serve the scheme. At the front will be two detached dwellings (Plots 1 and 2). There would be a detached single garage serving Plot 2 to the north. Each dwelling will have two parking spaces, one on a driveway and one in a garage. Both would have large garden areas with gated access to reach the bin stores.
- 3.5 The access road will route past the eastern side of Plot 1 to reach the properties at the rear. A communal bin storage area for all residents will be located on the eastern side of the access road, within 25m of the public highway for collection. There will be a footway on the western side of the access, providing pedestrian access to the rear properties.

### 3. THE PROPOSED REDEVELOPMENT SCHEME

3.6 Plots 3 and 4 will be a pair of semi-detached properties at the south eastern corner. Each will have a rear garden area with gated access, with bin and bike stores within. Plot 5 will be a detached dwelling at the south western corner, with similar garden arrangements. There will be a shared car barn to the north of Plot 5 containing three parking spaces, with two additional parking spaces beyond. These spaces will provide the car parking for Plot 3 – 5, plus two visitor spaces.

3.7 Regarding landscaping, there will be new native hedgerow planting on either side of the proposed access road, along with new tree planting adjacent to the entrance. The eastern hedgerow will continue along the eastern side of the access road linking to the rear of the site. There will be additional tree and landscape planting in front of Plot 3. Existing trees will also be retained on the northern and southern boundaries.

**Proposed site layout plan – Drawing no. 0002 P02**



### 3. THE PROPOSED REDEVELOPMENT SCHEME

Proposed contextual site layout plan – Drawing no. 0002 P02



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### 3. THE PROPOSED REDEVELOPMENT SCHEME

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#### **House designs and layouts**

- 3.8 The house designs and layouts are summarised on the following pages, together with drawing extracts.

#### **Plot 1**

- 3.9 Two storey dwelling with a pitched roof covered with red roof tiles and a central brick chimney. Northern elevation faced with flint, with rear and side elevations faced with red brick. Single storey extension on the rear western side with a pitched roof to accommodate an integral garage. Central front door with lean-to porch with timber joists and red tiles. uPVC windows with projecting window at first floor on front elevation.
- 3.10 Main entrance on the front elevation leads into a small hallway with stairs and storage. Living room on the left side, W/C at the centre and open plan kitchen diner at the rear, with double doors leading to the garden. Single door from rear elevation of the garage also leading to rear

garden. At first floor there is one double bedroom and one single bedroom at both front and rear (providing four bedrooms in total) with a central landing and shared family bathroom.

### 3. THE PROPOSED REDEVELOPMENT SCHEME

#### Plot 1 elevations



FRONT  
elevation



REAR  
elevation



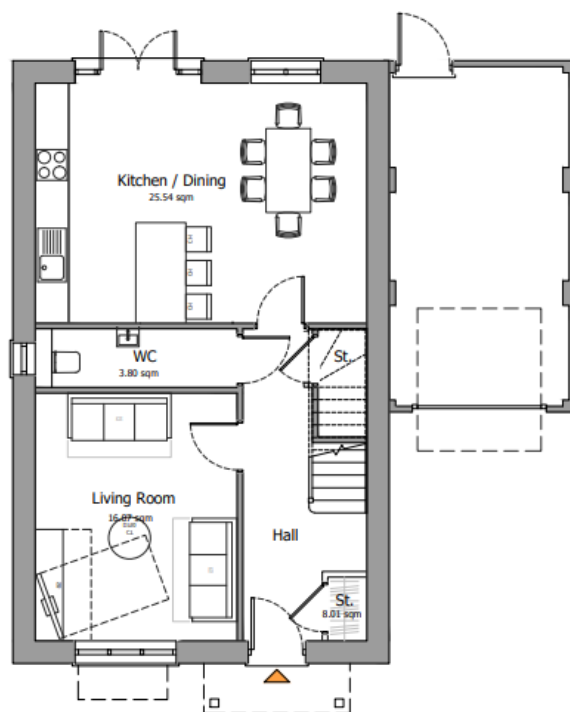
SIDE  
elevation



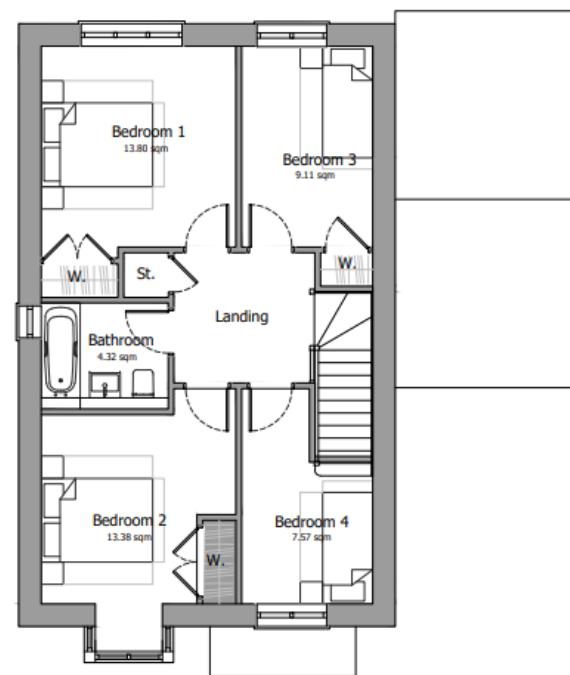
SIDE  
elevation

### 3. THE PROPOSED REDEVELOPMENT SCHEME

#### Plot 1 floor plans



**GROUND**  
floor plan



**FIRST**  
floor plan

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### **3. THE PROPOSED REDEVELOPMENT SCHEME**

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#### **Plot 2**

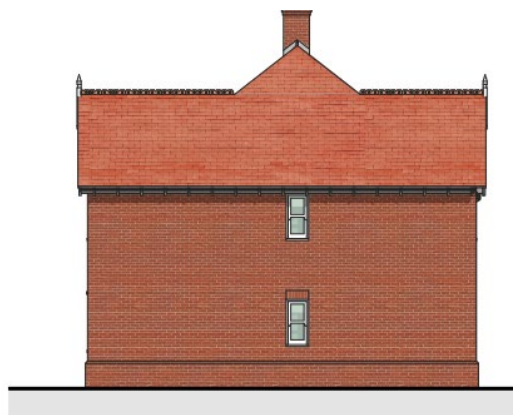
- 3.11 Two storey dwelling with a hipped roof covered with red roof tiles and a central brick chimney. Two storey gable bay on the western side at both front and rear. All elevations faced with red brick. Central front door with a bay window and porch overhang. uPVC windows.
- 3.12 Central entrance on the front elevation leads into a hallway with central stairs, study on the left and living room on the right. Large open plan kitchen and dining room at the rear, with utility room off the kitchen on the eastern side. Double doors leading to the garden from the dining room. At first floor, two double bedrooms at the front both with en-suites (ones with bathroom). Central landing with two double bedrooms and a central family bathroom at the rear.
- 3.13 A detached single garage to the north with a pitched roof covered with red tiles. Elevations faced with low-level brick and timber boarding. Space for one car serving Plot 2.

### 3. THE PROPOSED REDEVELOPMENT SCHEME

#### Plot 2 elevations



FRONT  
elevation



SIDE  
elevation



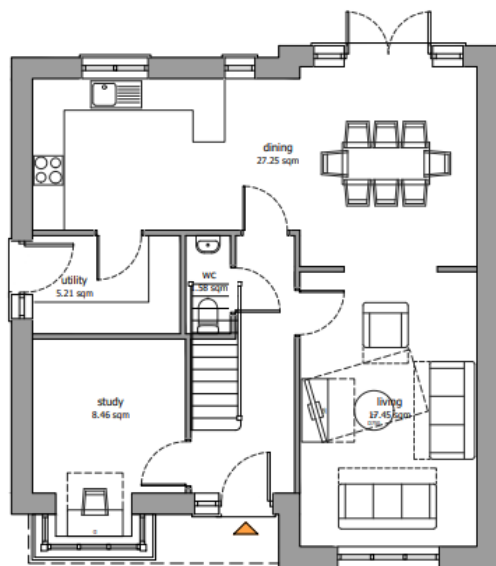
REAR  
elevation



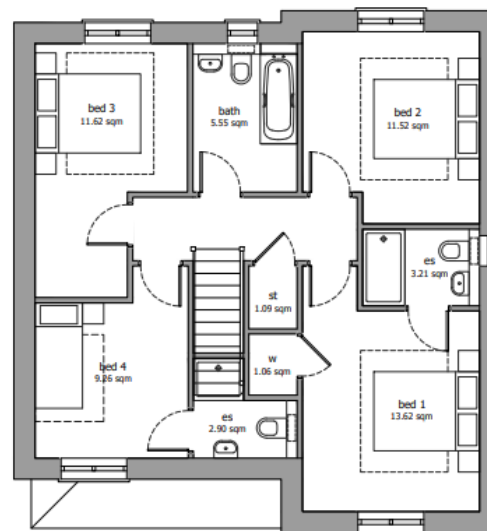
SIDE  
elevation

### 3. THE PROPOSED REDEVELOPMENT SCHEME

#### Plot 2 floor plans



**GROUND**  
floor plan



**FIRST**  
floor plan

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### **3. THE PROPOSED REDEVELOPMENT SCHEME**

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#### **Plots 3 & 4**

- 3.14 Two storey semi-detached dwellings with a hipped roof covered with red roof tiles and a central brick chimney. All elevations faced with red brick at ground floor with red tile hanging at first floor. Central front doors with a lean-to porch with timber supports. uPVC windows.
- 3.15 Internal layouts mirror each other. Central entrance on the front elevation leads into a hallway with central stairs and W/C. Open plan living area with a living room at the front and kitchen and dining area at the rear. Double doors from dining room out to the garden. At first floor, master bedroom with en-suite bathroom at the centre, family bathroom at the centre and a double and single bedroom at the rear.

### 3. THE PROPOSED REDEVELOPMENT SCHEME

#### Plots 3 & 4 elevations



FRONT  
elevation



SIDE  
elevation



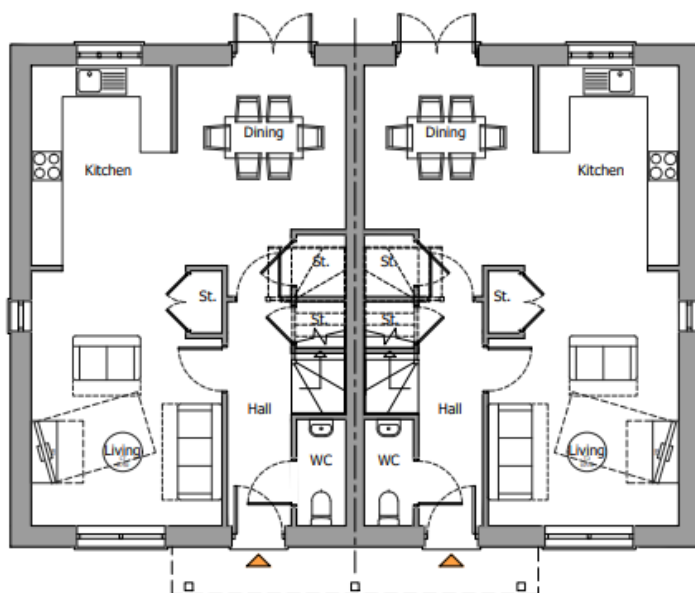
REAR  
elevation



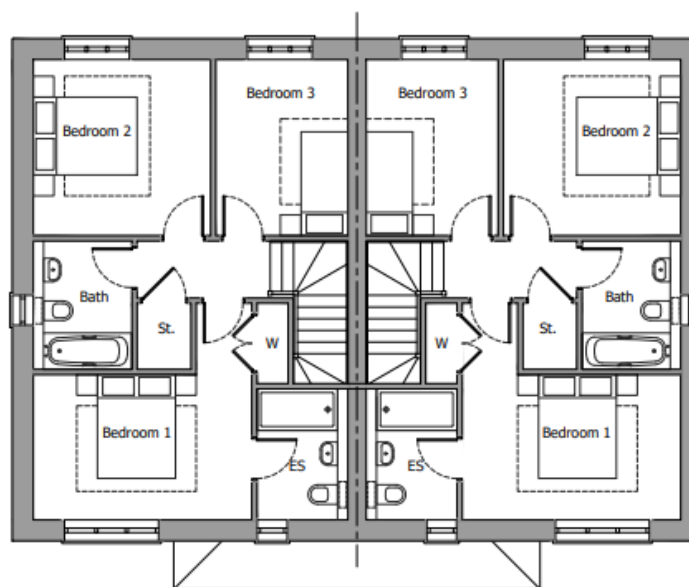
SIDE  
elevation

### 3. THE PROPOSED REDEVELOPMENT SCHEME

#### Plots 3 & 4 floor plans



**GROUND**  
floor plan



**FIRST**  
floor plan

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### **3. THE PROPOSED REDEVELOPMENT SCHEME**

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#### **Plot 5**

- 3.16 Two storey dwelling with a pitched roof covered with red roof tiles. All elevations faced with multi brick. Front door on eastern side with porch overhang. uPVC windows.
- 3.17 Front entrance leads into small hallway with stairs and storage. Living room ahead at the rear with double doors out to the garden. Open plan kitchen and dining room on the right with double doors from the dining room out to rear garden. First floor has two single bedrooms at the front and two double bedrooms at the rear, with a family bathroom between them.
- 3.18 Detached triple car port to the north with timber support posts and a hipped roof covered with red roof tiles.

### 3. THE PROPOSED REDEVELOPMENT SCHEME

#### Plot 5 elevations



FRONT  
elevation



SIDE  
elevation



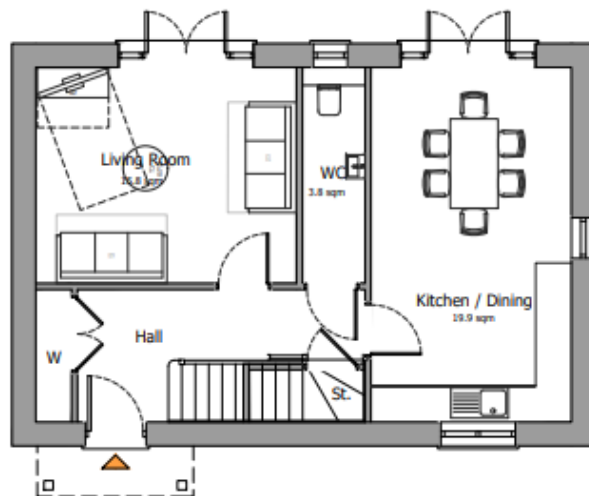
REAR  
elevation



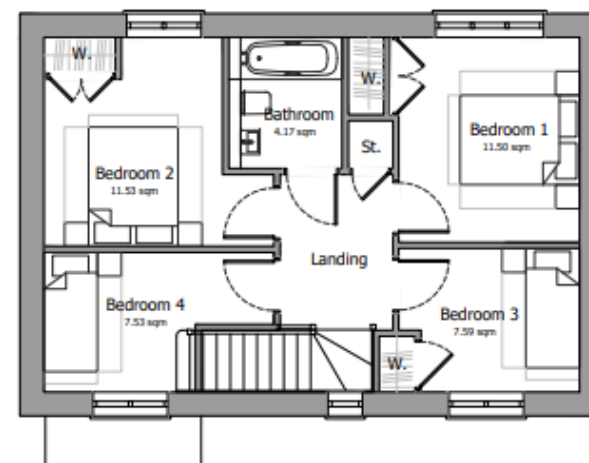
SIDE  
elevation

### 3. THE PROPOSED REDEVELOPMENT SCHEME

#### Plot 5 floor plans



GROUND  
floor plan



FIRST  
floor plan

## 4. PLANNING POLICY AND ASSESSMENT

### i) Statutory provisions and planning policy

4.1 Section 70 (2) of the Town and Country Planning Act 1990 requires planning applications to have regard to the provisions of the development plan so far as they are material to the proposal. Other relevant material considerations must also be taken into account. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that *“if regard is to be had to the development plan for the purposes 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”*.

4.2 The relevant part of the development plan for the area is made up of the Core Strategy (2011), the Site Allocations Plan (2014) and the Emsworth Neighbourhood Plan (2021). Having regard to the proposed development scheme, the following policies are relevant.

4.3 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

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## 4. PLANNING POLICY AND ASSESSMENT

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- AL1 – Presumption in Favour of Sustainable Development
- AL2 – Urban Area Boundaries and Undeveloped Gaps between SettlementsFA5 (Strategic Policy for Eastern Area);

4.4 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

4.5 Relevant material policy considerations include the Design Guide SPD (2011), the Housing SPD (2011) and the Parking SPD (2016).

4.6 Other material policy considerations include the National Planning Policy Framework (NPPF) updated in December 2023. Relevant parts of the Framework include;

- 2 – Achieving sustainable development
- 5 – Delivering a sufficient supply of homes
- 9 – Promoting sustainable transport
- 11 – Making an effective use of land
- 12 – Achieving well-designed places

4.7 The Council are in the process of preparing a new Local plan for the Borough. The draft Plan preparation is currently at Regulation 18 stage and as such, only limited weight can currently be attached to its draft Policies.

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## **4. PLANNING POLICY AND ASSESSMENT**

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### **ii) Planning and policy constraints impacting the site**

4.8 An extract from the Council's Interactive Planning Policies Map confirms that the site lies within the Westbourne Development Boundary where new residential development is supported. It also lies within the Solent Special Protection Area (SPA) 5.6km buffer zone.

4.9 The site is not impacted by any other planning constraints.

### **iii) The principle of the proposed development**

4.10 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.

### **iv) Housing land supply**

4.11 For decision taking, paragraph 11 d) of the NPPF states that where there are no relevant development plan policies, or the policies which are most important for determining the application are substantially out-of-date, there is a presumption in favour of granting planning permission unless:

- i) The application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

## **4. PLANNING POLICY AND ASSESSMENT**

4.12 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. As neither i) or ii) of Paragraph 11 d) are triggered in this case, this means that there is a presumption in favour of sustainable development in this case. Therefore, the net increase of four dwellings must be attributed significant weight as part of the overall planning balance.

### **v) Housing density**

4.13 Policy CS9 seeks to achieve development a suitable density of development for the location, considering 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. The net site area, excluding the main estate road and landscape buffers would be 0.13 hectares. As a five dwelling scheme, this would yield a site density of 38.5 dwellings per hectare which is in line with this requirement.

4.14 Policy D3 of the Emsworth Neighbourhood Plan 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 Council's development management pre-app response confirmed that the scheme had an appropriate site density and that it would create a sensitive transition between the denser urban grain to the east and the more spacious plots to the east. As such, it is considered that five dwellings in the layout proposed is entirely suitable for the site. This is assessed in more detail in the following section.

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## 4. PLANNING POLICY AND ASSESSMENT

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### vi) Impact upon the character and appearance of the area

- 4.15 Policy CS16 requires all development to respond positively to existing features of natural, historic or local character within or close to the proposed development site. It must also integrate with existing local landscape features and apply characteristics of the local area into the design to create variety and interest. It must also use the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors.
- 4.16 Development must also produce a positive relationship between buildings, street and spaces both existing and proposed. The layout of the development should reduce opportunities for crime and antisocial behaviour and ensure that new streets are not dominated by vehicular traffic. The

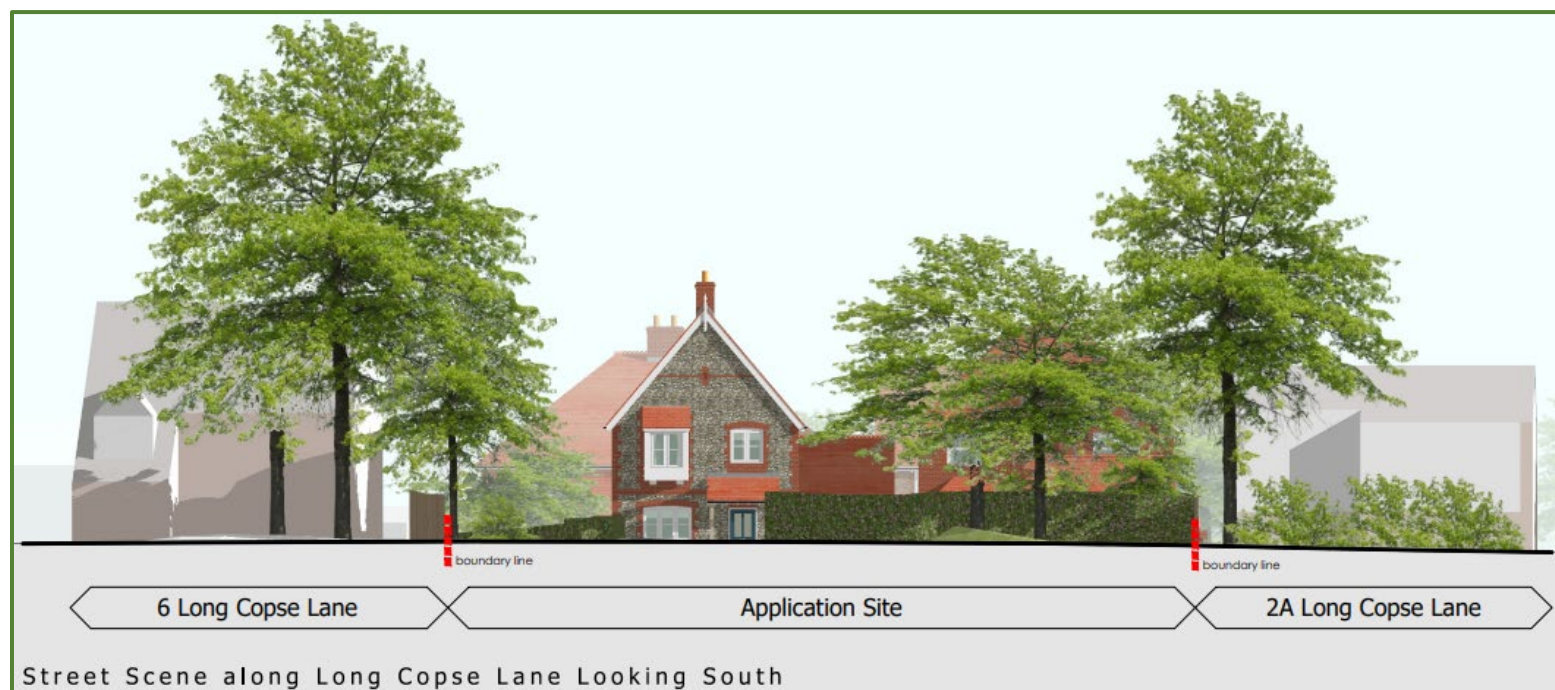
layout of the development should be legible, meaning it is easy to orientate oneself and move through.

- 4.17 The application site occupies a suburban location within the Emsworth Development Boundary and there are no other landscape or historic designations impacting the site. The recent pre-application consultation response confirmed that the density and general site layout of the scheme would be suitable for this location. It would also create a suitable transition between the denser urban grain to the south east and the larger dwellings to the west.
- 4.18 A key consideration is retained and proposed soft landscaping. The existing access would need to be widened slightly to provide the suitable access and visibility. While two trees would be removed, five trees would be retained, ensuring that the semi-rural character on this side of Long Copse Lane remains intact. Furthermore, the entrance would be enhanced by a native hedgerow on both sides of the access road. There would also be new native

#### 4. PLANNING POLICY AND ASSESSMENT

tree planting within dedicated areas of landscaping adjacent to the road frontage. As such, this would create a high quality and tranquil entrance to the site which is entirely in keeping with the surrounding area. This is demonstrated by the street scene drawing below.

##### **Proposed Long Copse Lane street scene**



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## **4. PLANNING POLICY AND ASSESSMENT**

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4.19 The pre-application consultation also required the proposed dwellings at the rear to appear visually subservient to those at the front, in terms of scale, massing and footprint. The site gently slopes away towards the rear of the site, meaning that the dwellings at the rear are at a lower land level. They would all have significantly reduced footprints compared to those at the front. Plot 5 would be a very modest dwelling. The slightly larger semi-detached dwellings (when considered as a single building) would have a hipped roof which would reduce the scale, bulk and massing to ensure that the built form at the rear is entirely subservient to that at the front. This is demonstrated by the site section drawings through the site, which is reproduced overleaf.

4.20 The dwellings would have a high quality, traditional design which would make a positive contribution to the surrounding area. The palate of materials would be entirely in keeping with the local vernacular, incorporating

a sensitive mix of brick, flint, tile hanging, weatherboarding and red roof tiles. Overall, the scheme would make an excellent addition to the Long Copse Lane street scene.

## 4. PLANNING POLICY AND ASSESSMENT

### Proposed site section through the site looking west



## 4. PLANNING POLICY AND ASSESSMENT

### vii) Impact upon residential amenity

4.21 Policy CS16 states that permission will only be granted where the development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking. 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.

4.22 Regarding the impact upon neighbouring properties, the two dwellings at the front would be two storey and the scale and bulk would be similar to the existing dwelling. The separation distances between Plot 1 and 2 and neighbouring Nos. 2a and 6 Long Copse Lane would be similar to the existing dwelling. There would be no

windows on the first floor of either side elevation facing the neighbouring dwellings. As such, the proposed dwellings would not be overbearing or cause harm from dominance, upon either neighbouring property nor would there be any overlooking or loss of privacy.

4.23 At the rear of the site, proposed Plot 3 would be situated some 4m from the facing end elevation of No. 51 Wraysbury Park Drive to the east of the site. There are no facing windows from No. 51 towards the site and Plots 4 and 5 would be two storey with a hipped roof. As such, there would be no feeling of dominance or overlooking. To the west, Plot 5 lies adjacent to the rear part of the long rear garden of No. 2a to the west. There are no windows on the first floor on the facing western elevation of Plot 5 and as such, there would be no overlooking towards this garden area.

4.24 The access drive serving Plots 3 – 5 at the rear of the site would be between Plot 1 and neighbouring No. 6 to the

## **4. PLANNING POLICY AND ASSESSMENT**

east. The closes part of the access road would be some 3m from the closest part of No. 6. Serving three dwellings, the access road is likely to be the subject of 6 – 8 two-way vehicle movements each day and as such, its usage would be limited. Furthermore, vehicles will be travelling at very low speeds and there would be no vehicle manoeuvring immediately adjacent to No. 6. As such, any noise or disturbance would be minimal. Furthermore, there would be a new hedgerow along the eastern side of the access road and if considered necessary, a new 2m high acoustic fence could be installed along the mutual boundary adjacent to the neighbouring dwelling as a further mitigation measure.

- 4.25 Regarding the amenity of future residents, all dwellings would comfortably exceed the Minimum Described Internal Space Standard and would have gardens of a sufficient size to serve the respective dwellings. There would be a significant separation distance between the

front and rear dwellings within the site to avoid mutual overlooking between dwellings. As such, the scheme would provide high quality living accommodation for future residents.

### **viii) Highway impact**

- 4.26 Paragraph 115 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 4.27 The Applicant undertook a pre-application consultation with the Highway Authority, which raised some points to be addressed. This is explained in detailed within the Transport Technical Note submitted with the application.
- 4.28 Of relevance to highways matters is an outline application (APP\_21\_00893) for Land to the North of Long Copse

## **4. PLANNING POLICY AND ASSESSMENT**

Lane for a new residential scheme with associated landscaping, access and supporting infrastructure on a 14.6ha site. This site forms part of a wider masterplan area (16.9ha) which proposes approximately 260 dwellings to correspond with a proposed housing allocation in the emerging Havant Borough Local Plan. As part of the development proposals, several improvements proposed to Long Copse Lane including increasing the carriageway width to 5.5m, pedestrian and cycle connections, widening of the bend on the approach to Hollybank Lane and the provision of new footway and improved forward visibility around the bend on the approach to Hollybank Lane.

4.29 Little Copse Lane is a residential road (currently) measuring between 4.2m and 5m in width with a 30 MPH speed limit. Automatic Traffic Count Surveys were undertaken by the Applicant which confirmed that average traffic flows are less than 210 vehicles in each

direction over a 12-hour period (equating to c.35 two-way movements per hour) and traffic speeds are below the posted 30mph speed limit with 85th percentile speeds of 22.8mph westbound (using the eastbound survey) and 17.5mph eastbound (using the westbound survey).

4.30 An assessment of Personal Injury Accident data confirms that there are no highway safety concerns on Long Copse Lane.

4.31 Regarding the proposed access, the recorded vehicle speeds require a visibility splay measuring to 31m in the primary direction (east of the access) and to 21m in the secondary direction (west of the access). This is achievable following a widening of the access. Any vegetation within the splays will be cut back to below 0.6m and tree canopies kept above 2.0m. The access road will have a width of 5m, other than a small section that would reduce to 4.1m.

## 4. PLANNING POLICY AND ASSESSMENT

4.32 The scheme will provide car parking spaces in line with the Council's guidance with 2no. parking spaces for the three bed units and 3no. parking spaces for the four bed units. In terms of cycle parking, guidance states 3 and 4 bed units should provide 2 cycle parking spaces per unit. The proposed development will provide cycle parking in line with guidance and will provide all spaces within the curtilage of each dwelling.

4.33 In terms of refuse servicing, the development will be serviced from the carriageway of Long Copse Lane. The collection point would be located 25m from the roadside to ensure the refuse vehicle can get within the maximum drag distance identified in Manual for Streets guidance for refuse collectors. All dwellings can get within 40m of the bin collection point. Although slightly above the 30m walk/carry distance set out in Manual for Streets for residents it is still considered a suitable distance for residents to walk to, given the layout of the development

and the fact that only two units are outside the 30m distance.

4.34 A Stage 1 Road Safety Audit has been undertaken to assess the proposed access points associated with the development. This audit did not raise any significant comments, with the only recommendation made *"that vehicle speeds should be provided to justify the visibility splay lengths"*. This was accommodated by the speed survey undertaken, as previously explained.

4.35 Regarding trip generation, the TRICS Metric estimates that there would be a net increase of up to 3 two-way vehicle movements in the AM peak, 2 two-way vehicle movements in the PM peak and up to 24 two-way vehicle movements across a 12-hour period. This would be a net increase of 19 movements compared to the existing dwelling each day. This equates to an additional 1-2 vehicle movements per hour over a 12-hour period along Long Copse Lane which is a minor increase.

## 4. PLANNING POLICY AND ASSESSMENT

### ix) Ecology and biodiversity net gain

- 4.36 An Ecological Impact Assessment has been undertaken. Bat emergence surveys for the existing dwelling confirmed that it contains day roosts of soprano pipistrelle and brown long-eared bats. Mitigation is proposed to ensure these are not harmed by proposals. A mitigation licence must be obtained prior to any works commencing.
- 4.37 There would be no harmful impact upon any other protected ecological species subject to standard mitigation and avoidance measures. No significant effects are anticipated upon designated sites, provided the standard mitigation for recreational and nutrient impacts are provided.
- 4.38 The following ecological enhancement measures have been recommended and can be secured via standard condition;
- Installation of new bat roost features to the trees, such as a bat box and integration of at least 1no. bat box into each dwelling;
  - Installation of bird nesting features to the boundaries such as an open nest box, integration of at least 1no. bird box into each dwelling;
  - Enhancement of the boundaries with native hedge, shrub and tree planting to fill existing gaps;
  - Creation of flowering lawn areas with trees to the frontages;
  - Addition of bee bricks to the dwellings, and log piles to the corners of site.
- 4.39 A Biodiversity Net Gain Assessment has been undertaken. This concludes that the proposals result in a 8.58% loss in area habitats and a 49.77% gain in hedgerow habitats; a deficit of 0.16 units including at least 0.01 tree units or higher must be purchased or created off-site to achieve the 10% gain and satisfy the trading rules.

## 4. PLANNING POLICY AND ASSESSMENT

4.40 A proposed theoretical scenario of purchasing credits of neutral grassland and trees are proposed that would result in an overall gain of 11.75% habitat units. Multiple other habitat combinations could also achieve the gain.

4.41 Providing this is undertaken, and the on-site enhancements secured through a management plan and planning condition, proposals are considered to have satisfied the requirements of Local Plan Policies, NPPF (2023) Paragraph 174 and the requirements of the Environment Act (2021).

### x) Impact upon trees

4.42 Regarding existing trees to be removed, three low value garden trees would be removed. This would have a limited effect on arboricultural or ecological amenity with these being small specimens. Two moderate value trees are proposed for removal; a large hazel stool and a moderately large oak, both at the frontage, which whilst

of some screening and character value, are not well-connected ecologically and lie at the end of the section of hedge. Some of this hedge would also require removal.

4.43 There are also some incursions into retained trees to accommodate the development and its construction. The existing access drive would be utilised but would require adjusting further to the west to improve the visibility splays of the access. In the absence of mitigation, removal of the original access might cut roots of trees to the east. Such works might be able to utilise small machinery but must be supervised by the arboriculturist to ensure roots beneath are not harmed.

4.44 Whilst there is fairly major incursion proposed to the root protection area of T04, this is a small self-seeded ash of no intrinsic value, and specialist construction to accommodate it is both unnecessary and unduly onerous. The tree would likely tolerate some root pruning

## 4. PLANNING POLICY AND ASSESSMENT

here. Such areas shall be manually excavated and any roots found cut back cleanly and the live ends re-interred in soil. Such excavation and the construction over the top shall be the minimum necessary to construct shallow concrete bases or install paving. Areas of temporary ground protection and tree protection barriers would be used to protect other existing trees during construction. It is not considered that any retained trees would be the subject of post-development pressure.

- 4.45 The tree loss at the site will be mitigated and reinforced by the proposed soft landscaping. As a minor application, the submission of a detailed hard and soft landscaping strategy can be the subject of a standard pre-commencement planning condition.

### xi) Nutrient neutrality

- 4.46 A Nitrate Budget Assessment has been submitted with the application. The calculation of the nutrient budget for the scheme, when compared to the existing baseline has been undertaken in accordance with the recently updated Natural England Advice (2024) and the Havant Occupancy Calculator (2024).
- 4.47 The calculator indicates that the proposal would result in a net increase in nitrogen load of 4.51 kg per year to the Chichester and Langstone Harbours SPA, resulting in a negative impact upon the harbour which may constitute a 'significant effect' under the Habitats Regulations.
- 4.48 The proposals intend to purchase credits to this extent from the Havant Borough Warnford Park Mitigation Scheme. Purchase of such credits is confirmed within the attached European Site avoidance and mitigation

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## **4. PLANNING POLICY AND ASSESSMENT**

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checklist and will be secured through a Grampian condition. No other nutrient inputs are considered significant at this location and as such the LPA can, through appropriate assessment of the proposals determine that nitrogen run-off from the site would not constitute a significant effect.

### **xii) Flood risk and drainage**

- 4.49 The site lies entirely within Flood Zone 1 and is at low risk from all types of flooding. As a minor application, the submission of foul and surface water drainage arrangements should be made the subject of a standard pre-commencement planning condition.

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## **5. SUMMARY AND PLANNING BALANCE**

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- 5.1 This proposed scheme would result in a net increase of four family homes in a sustainable location, making a small but valuable contribution to the Council's significant housing land supply shortfall. As there are no material planning considerations dictating otherwise, the presumption in favour of sustainable development is triggered in this case.
- 5.2 The Applicant undertook detailed pre-application consultations with both the Planning Authority and Highway Authority, taking all feedback and recommendations into account in preparing the application.
- 5.3 The scheme would have a high quality design, with the density and site layout in keeping with the surrounding area, while providing a transition between the denser development to the east and more spacious houses to the west. There is plenty of scope for new soft landscaping and the dwellings at the rear would be visually subservient to those at the front.
- 5.4 The scale of the dwellings would not have an overbearing impact upon neighbours, nor would there be any overlooking or loss of privacy. The access road would accommodate cars travelling at very low speeds with limited trips each day. Furthermore, the manoeuvring areas would be located away from neighbouring properties (with the parking area at the front being in the same location as the current driveway). As such, there would be no harmful noise or disturbance from vehicles.
- 5.5 The scheme would not have a severe impact upon the local highway network. It would be acceptable in ecological and biodiversity terms (subject to standard mitigation and enhancement measures and the purchasing of credits), subject to standard mitigation and enhancement measures. There would be no harmful loss

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## **5. SUMMARY AND PLANNING BALANCE**

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of trees, with the minor loss being mitigated by new tree planting. The scheme would be acceptable from a nutrient neutrality perspective, subject to the purchasing of credits.

- 5.6 The scheme would meet the three objectives of sustainable development. The net gain of four dwellings would create an optimal use of the site in an area with a significant housing land supply shortfall. As such, the new family homes meeting the social objective. The scheme will generate short-term employment during the construction stage, together with a significant CIL contribution. Future residents will also support the local economy and pay Council tax, meeting the economic objective. There would be extensive tree and landscape planting and a biodiversity net gain can be achieved, meeting the environmental objective.

- 5.7 Overall, there would be no demonstrable harm that would outweigh the significant benefits and therefore, in line with national and local planning policies, the principle of this proposal should be supported.



Land at Oklahoma,  
Long Copse Lane, Emsworth,  
PO10 7UL

## **Pre-Application Enquiry Design Statement**

December 2023

Our ref: 23-078

**For Phillips Build Ltd**



ARCHITECTS



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|                 |              |
|-----------------|--------------|
| Document Status | FOR PLANNING |
| Revision        | P1           |
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- Design Precedents
- Proposed Layout
- Materials



ARCHITECTS

# 01 | INTRODUCTION

## EXECUTIVE SUMMARY

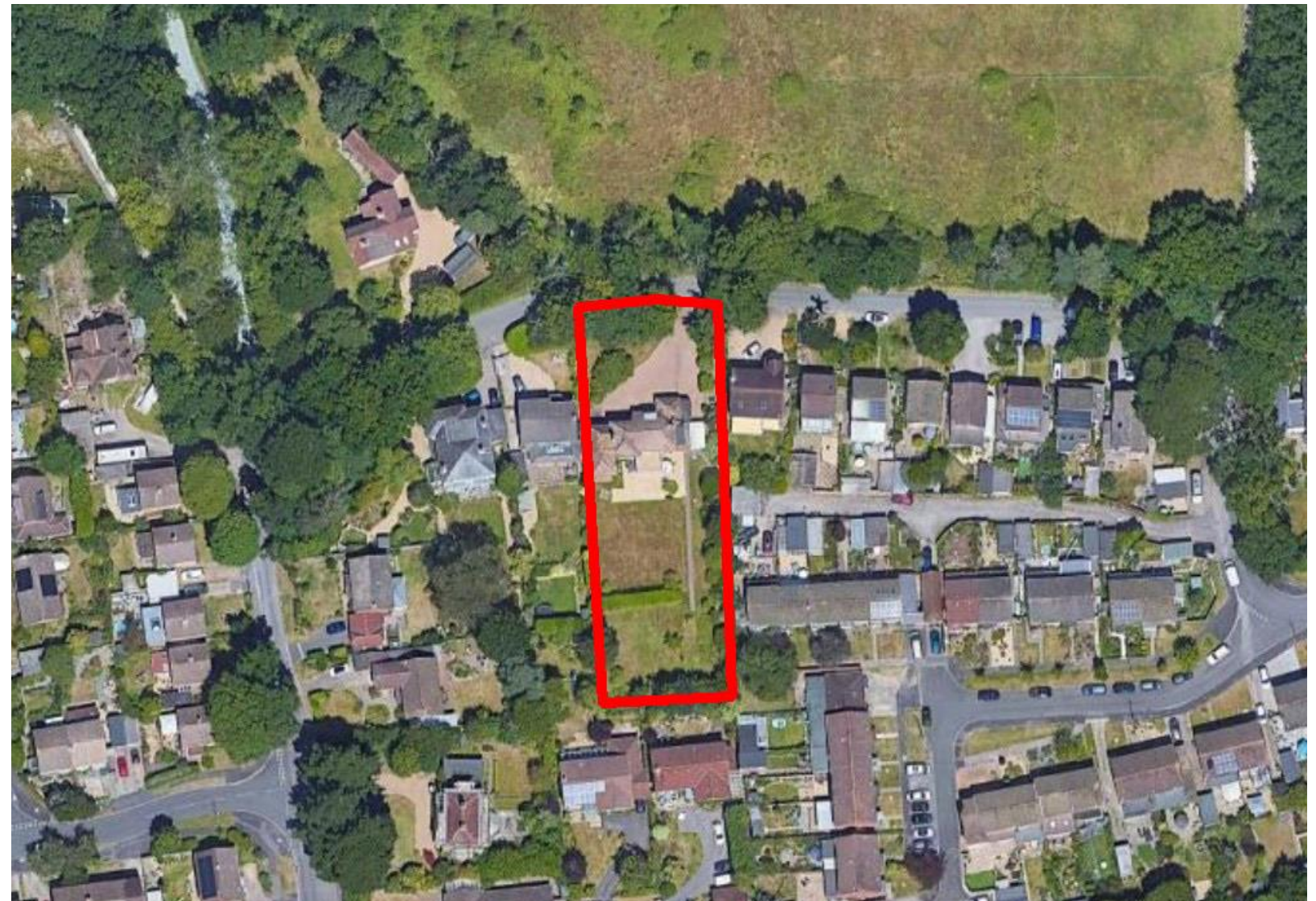
MH Architects Ltd have been commissioned by Phillips Build Limited to prepare this design statement in support of a Pre Application Enquiry for a residential scheme at 'Oklahoma', Long Copse Lane, Emsworth, Hampshire.

The application site is approximately 1.31 hectares in size. It is located in the village of Kings Worthy, about 2 miles North East of Winchester. The application site is currently occupied by a single storey 1970s office building, and a former house which now occupies the Police Digital Forensics team.

The scheme involves:

- Demolition of an existing dwelling, 'Oklahoma'
- Construction of 5no new dwellings and associated parking

The design team at MHA have carefully considered the scheme with regard to the sensitivity of the location which has informed the scale, style, appearance, orientation and amount of development being proposed. This process has ensured that the development and associated external works are suitably designed to relate to the surrounding area.



01 | Aerial view of the site (courtesy of Google Earth)

# KEY PROJECT INFORMATION

## KEY PROJECT INFORMATION

|                  |                                                                     |
|------------------|---------------------------------------------------------------------|
| Applicant:       | Phillips Build Limited                                              |
| Agent/Architect: | MH Architects Ltd                                                   |
| Site Address:    | Oklahoma,<br>Long Copse Lane,<br>Emsworth,<br>Hampshire<br>PO10 7UL |
| Site Area:       | 0.22 ha                                                             |

## PROJECT TEAM

|                       |                        |
|-----------------------|------------------------|
| Applicant:            | Phillips Build Limited |
| Architect:            | MH Architects Ltd      |
| Topographical Survey: | Encompass Surveys      |
| Ecology / Trees:      | South Downs Ecology    |

## 02| CONTEXT

### SITE LOCATION

The site lies along the southern edge of Long Copse Lane, a road running to the northern settlement edge of Emsworth, Hampshire.

It is occupied by a large family dwelling, 'Oklahoma', a five bedroom home with a substantial rear garden.

To the east and west of the the linear pattern of dwellings fronting Long Copse Lane continues.

Travelling west, the road turns sharply south.

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.



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

# 02 | CONTEXT

## SITE LOCATION



Photos of the existing site

# 03 | DESIGN PROPOSAL

## DESIGN PRECEDENTS

The local area is characterised by a wide variety of dwelling sizes and styles, forming a very eclectic pattern of development.

That being said, the dwellings are on the whole 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. Indicative elevations have been prepared and accompany this application to give a flavour of the style scale we are proposing.



09 | Photographs of the surrounding buildings

# PROPOSED 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 notional 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 and a dwelling attached to a 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.

As can be seen from the site plan, 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.

### 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.



# SCALE & APPEARANCE

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Ground Floor | Bicentennial Building

Southern Gate | Chichester

West Sussex | PO19 8EZ

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## Planning Policy Comments

|                          |                                                                 |
|--------------------------|-----------------------------------------------------------------|
| <b>Application No:</b>   | GEN/23/01113                                                    |
| <b>Site Address:</b>     | 4 Long Copse Lane, Emsworth, PO10 7UL                           |
| <b>Development:</b>      | Demolition of existing dwelling and construction 5no dwellings. |
| <b>Case Officer:</b>     | Arleta Miszewska                                                |
| <b>Comments by:</b>      | Josephine Lacey                                                 |
| <b>Date of Comments:</b> | 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.

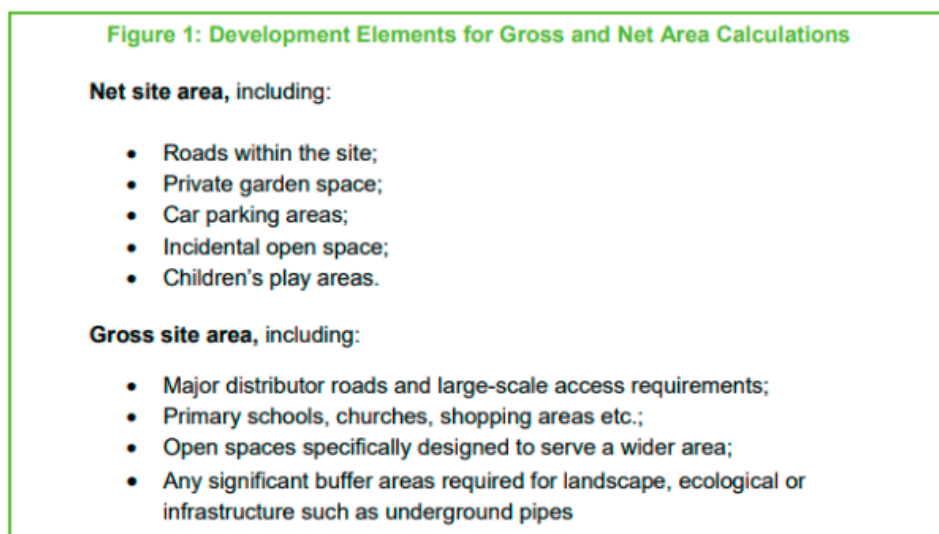
### Density

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.

Mr C Purdy

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

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.

### **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

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 the 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 Council's 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 Council's 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 \(havant.gov.uk\)](#)

## 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

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