NOVA Planning

Land Adjacent to No.54 Long Copse Lane

Planning, Design and Access Statement

June 2021

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NOVA Planning Limited has been instructed by The Horne, Knighton and Barry Families to prepare and submit a full planning application for residential development on land adjacent to No. 54 Long Copse Lane, Emsworth.

The application site measures approximately 2.2Ha and comprises the 'Development Site' (0.45Ha) and the 'Ecological Compensation and Enhancement Area' (1.75Ha). The site and the extent of these areas is shown on the submitted Site Location Plan (Ref. 1882 L01 F).

The proposed development comprises 9no. family homes together with associated works.

This statement sets out an assessment of the site context and an assessment of the proposed development; followed by conclusions based on the preceding sections.

The following additional supporting documents should be read in conjunction with this statement:

- **Application Drawings** | ADP Architecture & Design
- **Planning Statement** | Nova Planning Limited
- **Ground Conditions Assessment** | GESL
- **Transport Statement** | Nick Culhane Highways Consultant
- **Stage 1 Road Safety Audit** | Fenley Road Safety Engineering
- **Flood Risk Assessment & Drainage Strategy** | Aqua Callidus
- **Nitrates Assessment** | Aqua Callidus
- **Ecology Assessments** | Tetra Tech
  Preliminary Ecological Survey (inc. Botanical Surveys)
  Reptile Survey
  Compensation & Management Plan
- **Arboricultural Assessment** | Eco-urban Limited

Planning Statement
NOVA Planning Ltd

Application Drawings
APD Architecture and Design Ltd

Road Safety Audit
Fenley Road Safety Egineering

Arboricultural Assessment
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Transport Statement
Nick Culhane Highways Consultant

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Ecology Assessments
Tetra Tech
(formerly WYG)

The development site is located located south of Long Copse Lane, which currently represents the northern edge of the settlement of Emsworth. It lies immediately adjacent to existing development on Long Copse Lane to the west and Redlands Grange (also known as Hampshire Farm) to the south. The land immediately to the north, known as 'Land North of Long Copse Lane', is identified as an allocation for housing in the emerging Havant Borough Local Plan Review **(H8 of the Pre-submission Draft Version).**

The site comprises an existing paddock that has previously been used for keeping of horses. There is a modest change of levels across the site, with the northern boundary to Long Copse Lane set above the southern boundary.

The site is located in a predominantly residential context due to the presence of existing residential development to the north, south and west. This is reflected in the site's inclusion within the settlement boundary of Emsworth in the emerging Local Plan.

The adjoining land to the east is part of the Hampshire Farm Country Park, which was delivered alongside the Redlands Grange development. This open space, together with the undeveloped land to the east provides an undesignated gap between the settlements of Emsworth and Westbourne.

The site is very well screened to the east by existing mature vegetation, including mature Oak trees on the eastern site boundary which are subject to a Group Tree Preservation Order (TPO). These mature trees extend southwards along the eastern boundary of the Redlands Grange development and provide a definitive physical feature to delineate the eastern edge of Emsworth settlement in this location.

The southern boundary also benefits from the presence of existing trees, which offers partial screening of development at Redlands Grange (Lapwing Close) during summer months. However, filtered views of the Redlands Grange development are readily available from within the site and from the Long Copse Lane.

The northern (Long Copse Lane frontage) and western (to 54 Long Copse Lane) site boundaries are defined by mature hedgerow and a number of mature trees. Whilst the tree cover here is less dense, the presence and location of the trees prevents direct views of the site from the existing dwelling at 54 Long Copse Lane.

In terms of constraints, the site is designated as a Site of Importance for Nature Conservation (SINC). This designation is based on the site's botanical value as Semi-Improved Grassland. All protected trees are focused on the site perimeter only. An existing Southern Water Foul Sewer runs north-south along the western site boundary with an easement of 5m measured from the western boundary. The site drains naturally to the existing ditch network on the southern and eastern boundaries.

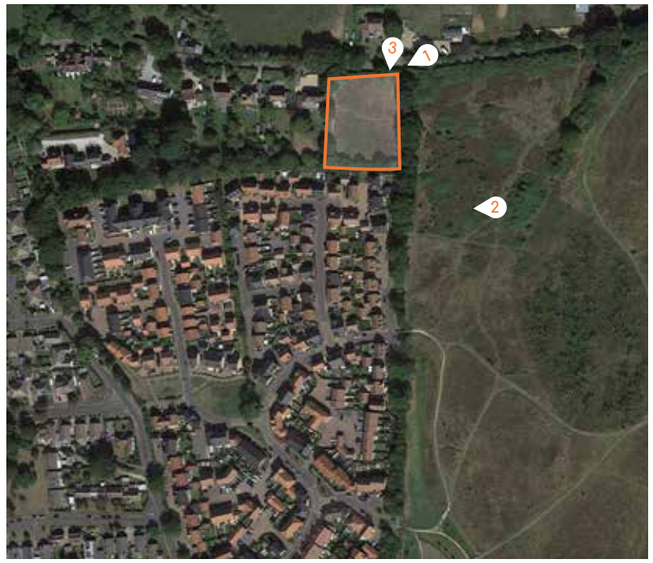
Landscape and Visual Appraisal

Visibility of the site from public vantage points is limited to views from Long Copse Lane and from within the adjoining open space land to the east.

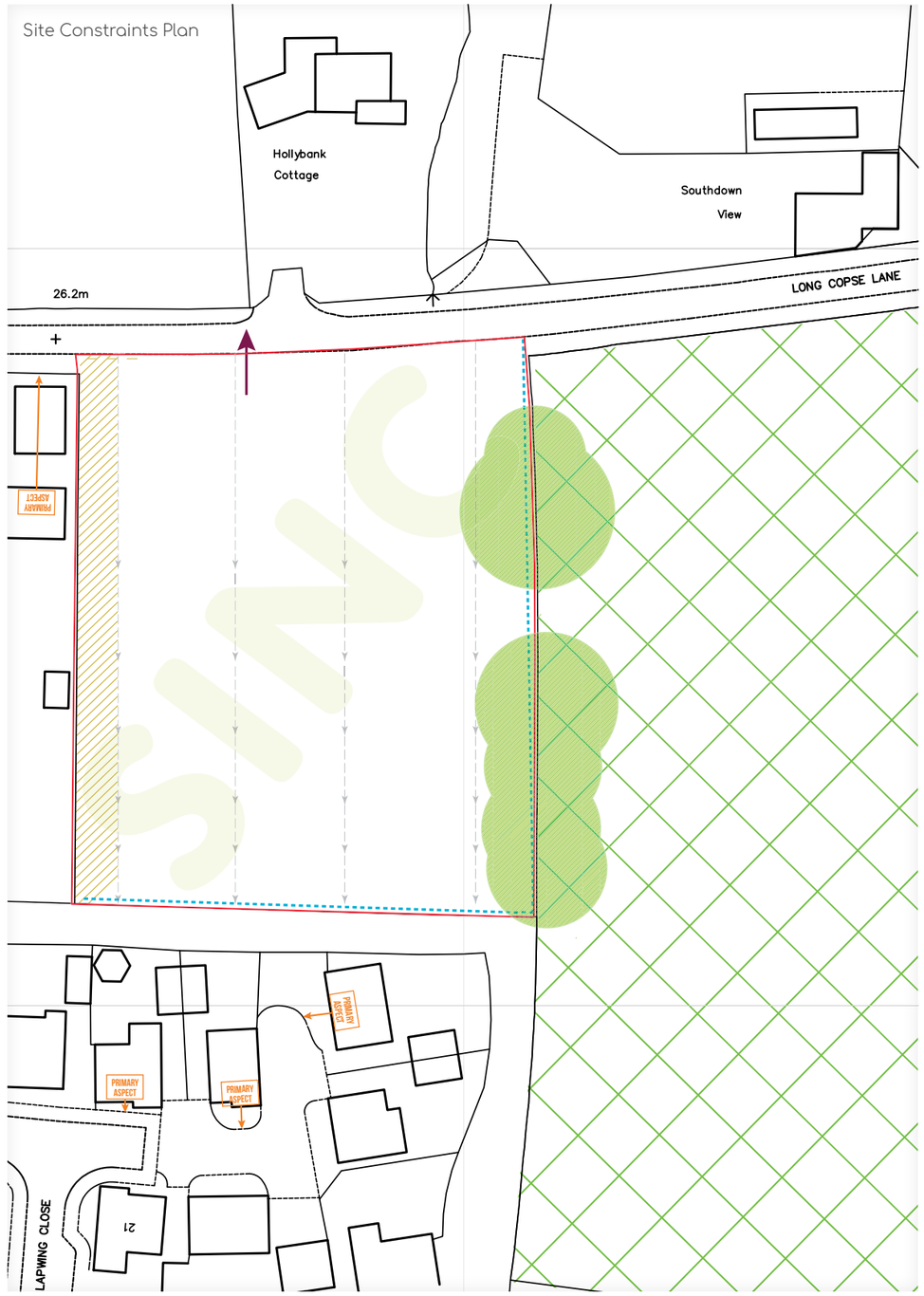
Viewpoint 1 - the site is seen in the context of existing frontage development on Long Copse Lane to the north and south, with the Redlands Grange development visible through the existing hedgerow, albeit filtered to an extent.

Viewpoint 2 - the site is seen in the context of the Redlands Grange development and No.54 (white rendered) Long Copse Lane.

In both views, the site is read in the context of existing development. It is also evident from the Context Plan at Page 4 that development of the site would not extend the existing development envelope of Emsworth eastwards and as such development would not undermine the separation between the settlements of Emsworth and Westbourne.



Assessment of the Proposed Development



Sustainability & Accessibility

The site is sustainably located. However, to further demonstrate this point we have listed existing facilities and services below within walking and cycling distance of the site and this should be read with the aerial plan shown opposite.

These facilities and services are accessible via Long Copse Lane towards Emsworth and towards Westbourne. Residents of the proposed development would predominantly use Long Copse Lane to walk westwards to Redlands Lane public footpath (fully lit) to connect to Wraysbury Park Drive and Westbourne Road. The latter route provides connections to bus stops on Southleigh Road and New Brighton Road (800m), with connections to Emsworth Railway Station (2.5km). Residents can also walk east Long Copse Lane to walk eastwards to Westbourne via North St or use the existing footpath connection through Hampshire Farm Country Park to Westbourne Road.

In summary, the site is a sustainably located with safe and convenient access to existing facilities for pedestrians and cyclists. The site can deliver residential development without any highway safety issues as confirmed in the accompanying Road Safety Audit (RSA).

Amenities Plan

© Google Earth

- Post Office/Convenience Store
- Restuarant/Pub
- Community Hall: The meeting Place Westbourne Village Hall
- Bus Route Connecting to Havant, Emsworth, Southbourne and Rowlands Castle
- Bus Route Connecting to Havant and Emsworth
- Bus Route Connecting to Havant, Emsworth and Southbourne
- Local Employment
- Approximate Bus Stop Location
- Railway Station approx distance
- Site Boundary
- Health and Wellbeing
- St John's Baptist Church
- Nursery/School: Westbourne Primary, St James Primary, Children's Learning Centre, Daisy Chain
- Country Park/Ecological Receptor Site

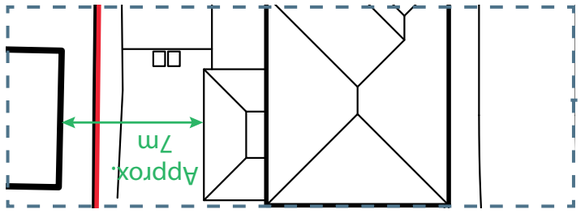
Layout

The proposed layout has been largely determined by and 1) the findings of the technical and environmental assessment work as referenced above; 2) the pattern of existing development on Long Copse Lane to the west and Lapwing Close to the south; and 3) ensuring suitable relationships which protect privacy and amenity of neighbouring dwellings.

The layout reflects the recommendations of the Tree Survey in terms of protection of root protection areas and pre-application discussions with the HBC Tree Officer. Built development has been set back from boundaries to protect trees which in turn has resulted in a generous separation distances to boundaries with neighbouring properties.

Coloured Site Layout

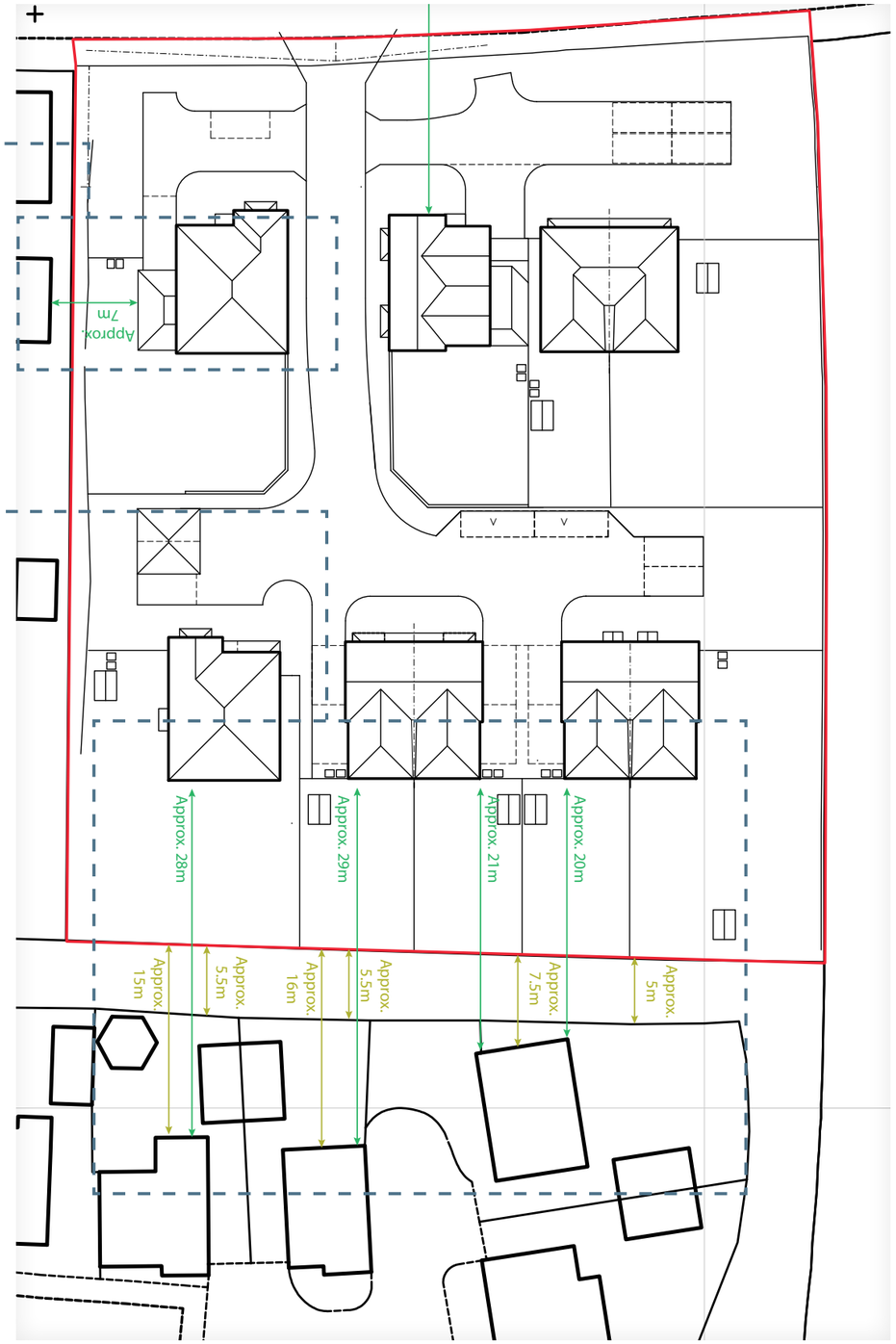
Relationship to the West



Relationships to the South

Development on Long Copse Lane has a strong linear pattern with properties fronting the highway behind hard and soft landscaped frontages, whilst adopting side-to-side relationships with neighbouring plots. In most cases parking and circulation areas are located within the frontage of these properties with private gardens to the rear.

Development at Lapwing Close (Redlands Grange) is similarly linear in its layout and backs onto the southern boundary of the site. Also of relevance in this context is the layout of development on land east of Redlands Lane and to the rear of Long Copse Lane and similar development to the rear of Redlands House. Both development feature linear development in depth as a transition to Redlands Grange.



Site Layout with Context

To respond positively to this context, the proposal includes two lines of development arranged around a single point of access to Long Copse Lane. The access is located centrally on the site frontage to avoid vehicle movements adjacent to No. 54 Long Copse Lane. This approach is considered preferable to widening the existing field gate access on the northeastern corner of the site, as it would require hedgerow removal where it is logical to retain landscaping to create a soft transition to the gap between Emsworth and Westbourne. The proposal would include infill planting of native hedgerow in place of the existing field gate to address this point.

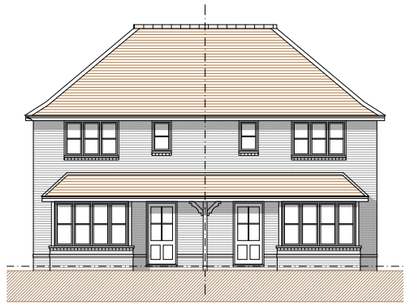
Two detached dwellings and a pair of semi-detached dwellings are located on the northern portion of the site, fronting on to Long Copse Lane and connected via private drives linking to the central access and turning head. The buildings are set back from the highway to retain the existing building line and pattern of development on Long Copse Lane. All four plots are orientated north-south with principal aspects in these directions. This orientation results in traditional side-to-side relationships internally and with No.54 Long Copse Lane and avoids the need for side windows to habitable rooms that might be perceived as having overlooking impacts on this property. All three properties include front gardens and soft landscaping with principal private garden to the rear. The rear gardens for these plots vary in depth between 14m and 16m and provide a high level of private amenity for residents.

The single detached and two pairs of semi-detached dwellings to the rear of the site are similarly laid out in a linear pattern, with private drives connecting to the central access and turning head. These dwellings are sited between 23m and 25m from the proposed dwellings in the northern portion of the site. This distance is more than the 21m separation distance generally accepted for two storey development. The layout creates typical side-to-side relationships internally, along with typical back-to-back and side-to-back relationships with neighbouring properties at Lapwing Close at distances of 29m and 12m respectively. These properties include front gardens with opportunities for soft landscaping and rear gardens as principal amenity space with rear gardens of 12m in depth.

Plot 1

Plot 2

Plots 3 & 4

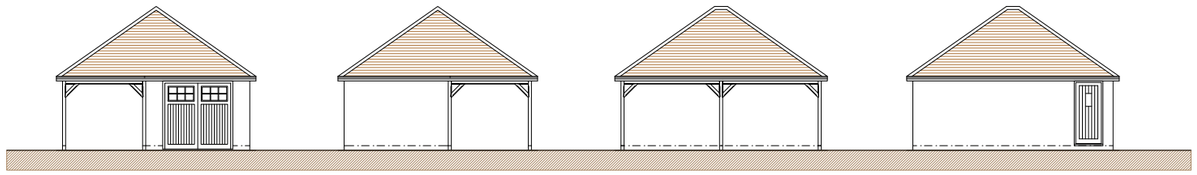


Plot 5

Plots 6 & 7

Plots 8 & 9

Car Ports & Garage's



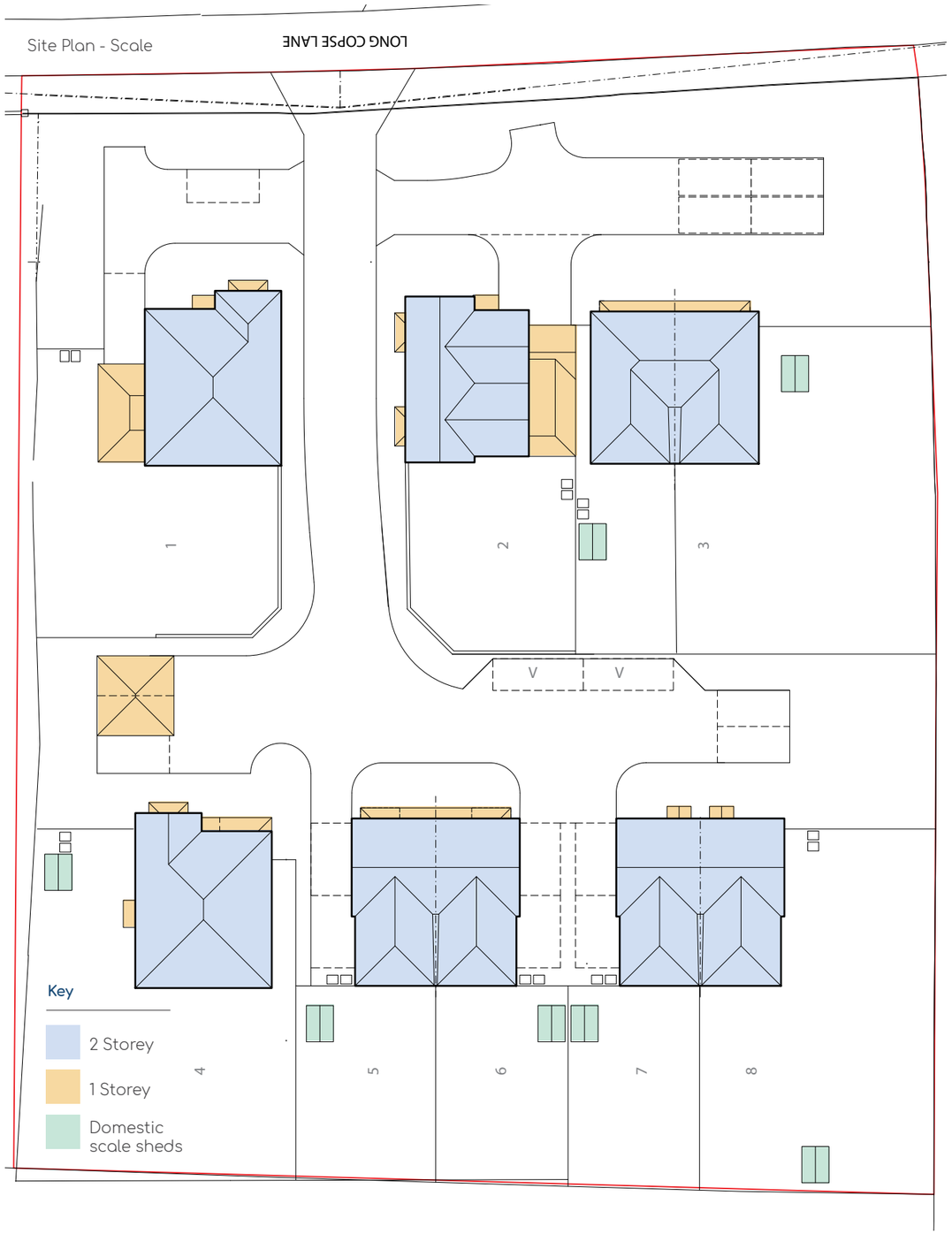
Front Elevation | Rear Elevation | Side Elevation | Side Elevation

Car Ports

Front & Rear Elevations | Side Elevations

Scale

The proposed development is two storeys in height and reflects the scale, bulk and massing of the neighbouring properties in the west, north and south. The ridge and eaves heights are similar to the existing dwellings in the immediate area; in this respect the proposed development should integrate visually within its environment. In all cases the proposed dwellings are considered to be proportionate to the size of their respective plots. Furthermore, each plot incorporates a landscaped frontage and large rear garden, which creates a spacious environment within the site and provides a generous level of private amenity space for future occupants.



Appearance

The design of the proposed dwellings has taken into account the Council's design policies in its design approach. The proposed dwellings have also been designed with due consideration paid to the form and pattern of neighbouring development, and the existing vernacular architecture of the surrounding area.

Each of the dwellings has a bespoke design that draws on a palette of materials which are prevalent in the local area. This helps to generate variety and visual interest, whilst ensuring that the scheme is in keeping with the variation that exists in the surrounding area

The proposed dwellings use a combination of high-quality materials from the local vernacular including brick, render and tile hanging to create visual interest throughout the scheme. The use of hipped roofs, gables, bays and half dormers creates further variation and helps to break up roofscape, which is considered to be particularly important in offsetting the linear nature of the layout.

Recently Approved Development on Long Copse Lane

Streetscene Elevation (inc. neighbouring property)

Landscaping

As an existing paddock the site is predominantly grassed over with landscape features concentrated on site boundaries in the form of mature trees and hedgerows. The tree belt on the eastern site boundary (subject to group TPO) represents a robust landscaped edge (eastern edge) to the settlement of Emsworth and provides visual containment beyond which lies the a gap to Westbourne village.

The trees on the southern and western site boundaries are more sporadic but offer screening for the existing properties to the south (Redlands Grange) and west (No. 54 Long Copse Lane). They also provide an attractive setting for development.

Alongside these landscape and visual characteristics, the vegetation also provides important habitat connectivity.

The key landscape design principles can be defined as:

- **Create an informal setting for the new dwellings;**
- **Retain and enhance existing boundary trees and hedges (including replacement hedge planting where new access is proposed) ;**
- Ensure protection of trees in accordance with the submitted Arboricultural Impact Assessment;
- **Bolster internal landscaping to screen and filter views from public vantage points on Long Copse Lane (the topography of the site assists in this respect);**
- Create high quality outdoor amenity space for new residents; and
- Specify a range of attractive surfacing and enclosure details to lift quality of external realm & create distinctive site character.

Landscape Strategy

Boundary Treatments

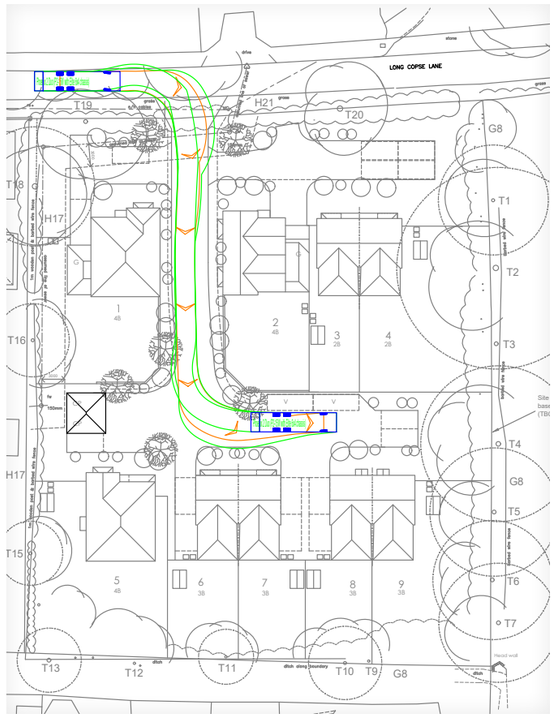
Adopting a hierarchy based on the visibility and function of each boundary.

- Long Copse Lane Frontage – native hedgerow planting and wildflower meadow planting to plot frontages.
- Plot frontages – timber knee rail and clipped hedge with feature trees.
- **Boundaries to internal road – low level wall with brick/ flint and fence panels above (total 1.8m) and clipped native hedge.**
- Side boundaries – stock/post and rail
- Plot boundaries - close board
- Hard Surfacing – Permeable block paving and gravel retention system

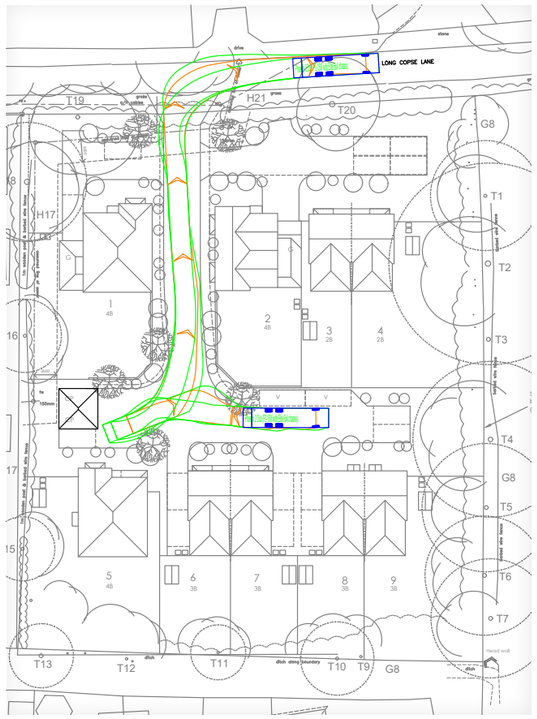
Accessibility and Parking

The site is accessed from Long Copse Lane and this would remain the case with the proposal. The proposed development would be served by a central internal road on a north-south alignment which would branch east and west to create private drives.

The accompanying Transport Statement confirms that the required visibility splays are achievable based on pre-COVID traffic monitoring and that refuse and emergency services turning can be accommodated within the site. These aspects of the proposal have been assessed and approved by the Highway Authority in a pre-application enquiry.



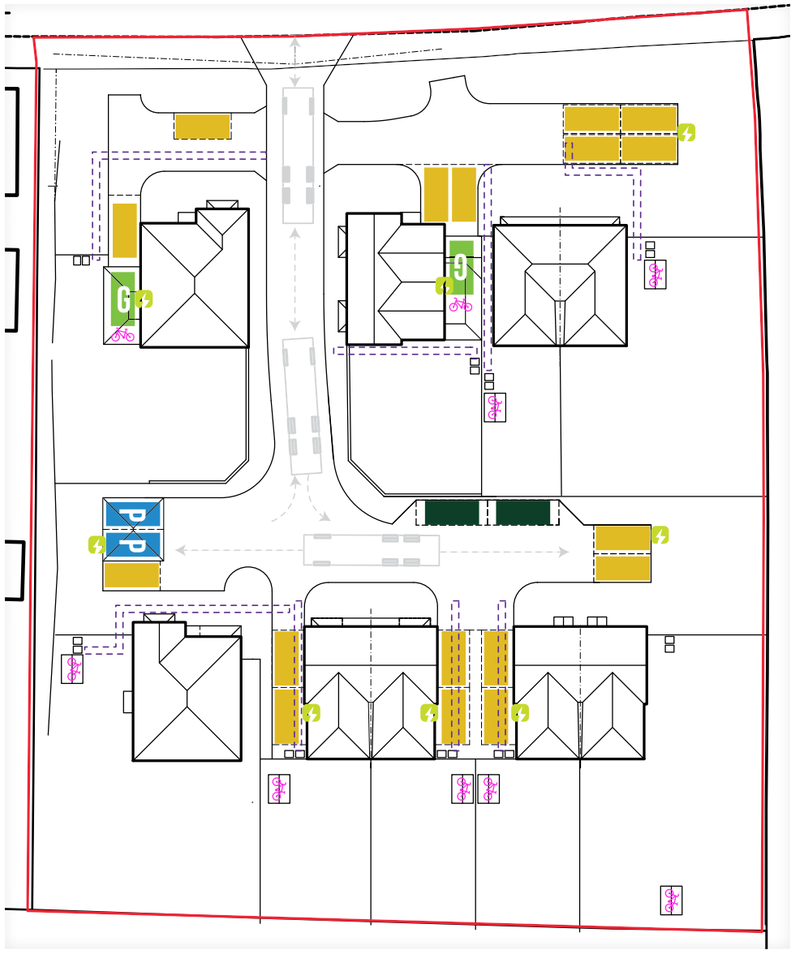
Tracking Plan - Ingress



Tracking Plan - Egress

The Residential Car Parking and Cycle Provision (2016, updated 2019) sets out a requirement for a minimum of two spaces per three-bedroom unit and three spaces per four-bedroom unit. The proposal, comprising 2no. two bedroom units, 4no. three-bedroom units and 3no. four-bedroom units, generates a need for 21no. allocated parking spaces and 2no. visitor parking spaces. These are provided on plot and within garages and carports.

With reference to cycle storage, two and three spaces are provided for each of the three and four-bedroom units, respectively. These are provided in garden sheds.



Key

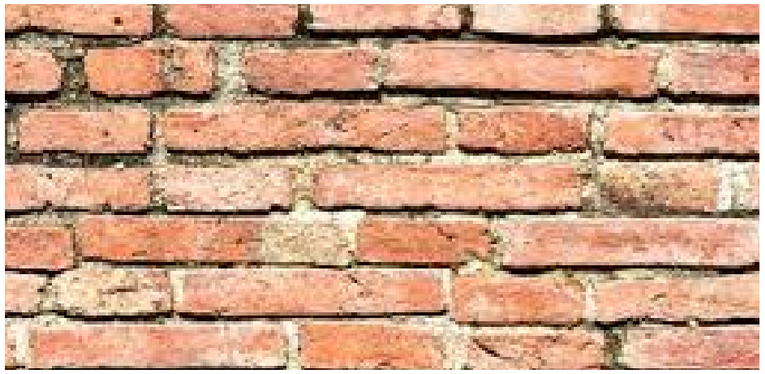
- Car Port Allocated Parking
- Garage Allocated Parking
- Allocated Parking Space
- Visitor Parking Space
- Refuse Path to Road
- EV Charging Connection
- Bicycle Storage

Parking Plan

Sustainable Construction & Climate Change

Whilst the proposal is not bound by the emerging Local Plan requirements, the applicants are keen to ensure that the development responds positively to Climate Change. As such, the proposal includes energy efficiency measures to reduce carbon emissions by 19% below current building regulations and each dwelling would be provided with external electrical connections to facilitate electric vehicle charging points under the Government grant scheme.

The proposal will also provide water efficiency measures to restrict consumption in line with the emerging position. Finally, whilst not specifically required by the emerging policy, the proposal will deliver Biodiversity Net Gain.



5.0 SUMMARY AND CONCLUSIONS

The application seeks planning permission for the erection of 9no. new homes and associated works on land adjacent to No.54 long Copse Lane.

The applicant has appointed a team of consultants to analyse the site and make recommendations to shape the proposals, including a detailed Landscape and Visual Impact Assessment, Tree Survey and Transport Assessment and Drainage Assessment. This assessment work has been undertaken to understand the site constraints and to inform the production of a sensitively designed proposal for the site that does not generate any significantly detrimental impacts.

In summary, the site is bound by existing residential development on three sides and a robust tree belt on the remining side. As such, the site is well contained in the wider landscape and it relates well to the built-up area as defined by development on Long Copse Lane and Redlands Grange.

The proposed dwellings have been carefully designed to respond to the site and neighbouring properties to ensure they assimilate into the surrounding area and contribute positively to the character of the area.