

Land at Havant Road, Emsworth Design and Access Statement



CONTENTS

1.	Introduction and Structure of Statement	01
2.	Site and Surroundings	02
3.	Planning Policy Context	04
4.	Opportunities and Constraints	07
5.	The Proposed Development	08
6.	Building For Life 12	15
7.	Crime Prevention and Economic Benefits	16
8.	Key Technical Considerations	17
9.	Conclusion	26

I.0 Introduction and Structure of Statement

Introduction

This Design and Access Statement has been produced and submitted on behalf of Barratt Homes Southampton to support a detailed planning application for a residential development on Land at Havant Road, Emsworth.

The proposals comprise of 192 residential units with access from Havant Road and a pedestrian and cycle link onto Selangor Avenue, associated parking, landscaping, surface water drainage, pumping station and sub-station.

Suite of Documents

This Design and Access Statement is part of a suite of documents which make up the planning application, and it should be read in conjunction with those documents. Where appropriate the various elements of the application have been cross referenced within the Design and Access Statement.

Vision

Barratt Home's vision is to create a residential development that has a sense of distinct character.

The Barratt Group of companies has a publically stated commitment to achieving the Building for Life 12 standard on all designs. Our underlying design objective has been to create a place that is attractive, functional, sustainable and durable. This accords with the ethos of the NPPF, Building for Life 12.

Structure of Statement

The content of the document follows the advice given in Design and Access Statements: How to write, read and use them (CABE 2007).

Section 1 outlines the wider social, political and physical context of the development. It sets out key planning policies and guidance impacting on the design aspects of the scheme and shows how it conforms to the principles of the local development plan. It includes an analysis of the existing physical characteristics (street types and architectural detailing) of the local area the development site itself, explaining on how this has shaped the proposal. It also demonstrates how localism and public consultations have informed the design outcome.

Section 2 sets out our vision for the scheme, and the strategy that underpins the design. It outlines the established design principles which have been used, and demonstrates how the design responds to the wider context analysis out in Section 1. It also discusses the environmental and sustainability issues which have also shaped the design as it has evolved.

Section 3 explains the design in relation to Building for Life 12 tool. It is structured to illustrate the specific response from this site, using the key factors outlines for the delivery of good places to live in Building for Life 12. This in turn is a direct response to the NPPF guidance on design quality and is informed by the Governments commitment to build more homes, better homes and places and to involve local communities in planning them.

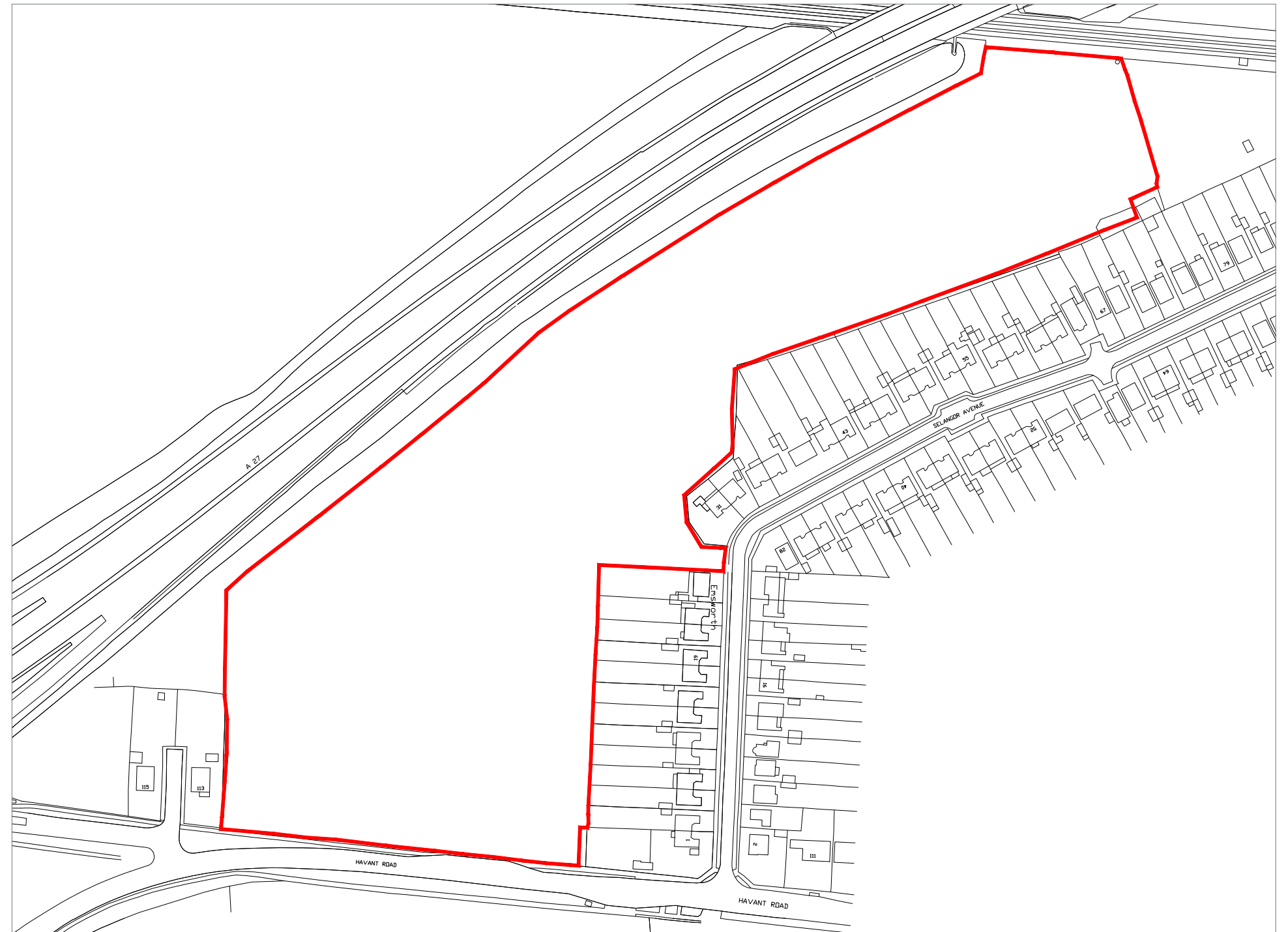
2.0 Site and Surroundings

The site comprises approximately 6.1 hectares. It is bounded to the north by the A27 Havant Bypass and the Havant to Chichester railway line. To the east the site is bounded by houses fronting on to Selangor Avenue, to the south by Havant Road, and to the west by a small collection of houses.

Along the north western boundary adjacent to the A27 there is a strip of trees dominated by field maple and hawthorn. The fields are bordered by hedgerows mainly comprising of hawthorn and bramble with the exception of the eastern boundary where there is no hedgerow and the site backs directly onto residential gardens.



Photographs of the Site



Site Location Plan

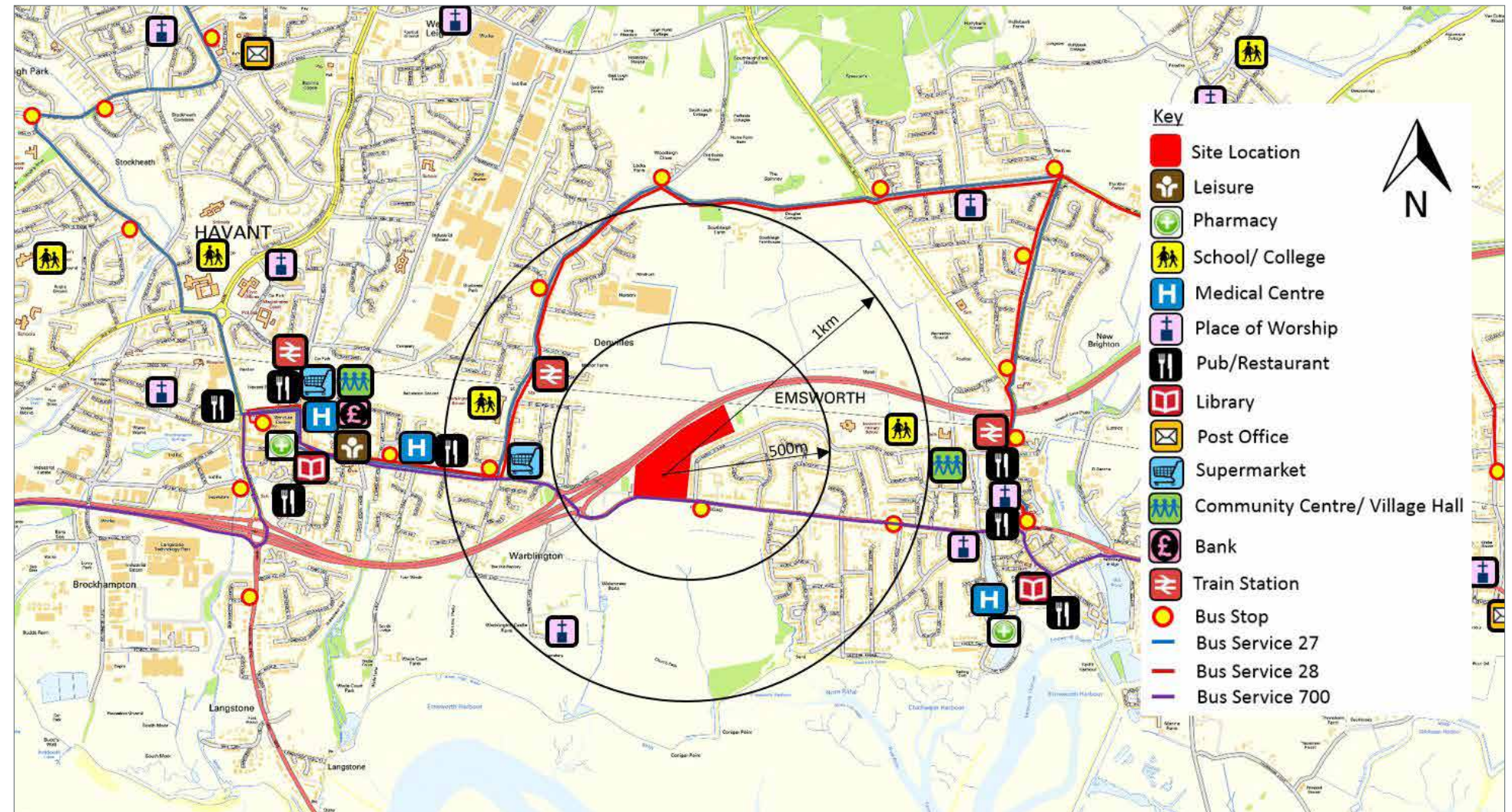
2.0 Site and Surroundings

Sustainability

The location of the proposed development site provides good accessibility to the local facilities within both Havant and Emsworth. In terms of sustainable transport modes, both Havant and Emsworth can be easily accessed by means of the nearby public transport services that pass the site, as well as on foot and cycle. Future residents will have a choice in their mode of transport. Two railway stations are situated close to the site and frequent public bus transport passes the site. Bus stops will be located within some 300m of the centre of the development site. Future residents will not have to rely solely on the private car.

Local desired destinations such as schools, local employment areas and shopping can be reached by bus, cycle and foot. Major employment locations can be reached by both bus (Havant, Portsmouth, Brighton etc.) or by rail (London, Southampton, Chichester, Littlehampton, Havant etc.). Both town centres have major food stores located within relatively short distances. A National Cycle Route passes the site and it is intended that the proposals will provide shared footways/ cycleways to link into this existing route.

A Travel Plan has been prepared to support sustainable travel practices.



Accessibility Plan

3.0 Planning Policy Context

The site is within the jurisdiction of Havant Borough Council, and as such the Development Plan for the Borough comprises the Havant Borough Council Core Strategy and the Havant Borough Local Plan (Allocations).

The Council has also recently published a Draft Local Plan Housing Statement, which will be subject to public consultation between 25th July and 9th September 2016.

National Planning Policy Framework (NPPF)



The National Planning Policy Framework (NPPF) was published in March 2012 and establishes a presumption in favour of sustainable development, encompassing, amongst other things, delivering a choice of high quality homes and good design. It is a requirement that Local Planning Authorities positively seek opportunities to meet the development needs of their area (Paragraph 14).

For decision-taking, the NPPF sets out 12 Core planning principles which underpin plan-making and decision-making. Of particular note, these principles consider that planning should:

- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve places in which people live their lives;
- Proactively drive and support sustainable economic development to deliver the homes, businesses and industrial units, infrastructure and thriving local places that the country needs; and
- Always seek to secure high quality design

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking

For decision-taking this means:

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless:

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- Specific policies in this Framework indicate development should be restricted.

Section 4 of the NPPF addresses the role of transport policies in contributing to sustainable development. Of particular relevance to the proposal are the requirements in paragraphs 32 and 36 that new development should be supported by a Transport Assessment and a Travel Plan.

To boost significantly the supply of housing, paragraph 47 requires, amongst other things, that local planning authorities should:

- 'use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for the market and affordable housing in the housing market area...'
- 'identify and update annually a supply of specific deliverable sites sufficient to provide five years' growth of housing against their housing requirements with an additional buffer of 5% to ensure choice and competition in the market for land....'

Paragraph 49 advises that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

Paragraph 52 states that the supply of new homes can sometimes be achieved through planning for large scale development, such as new settlements or extensions to existing villages and towns.

Paragraph 56 opines that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Paragraph 57 advises on the importance to plan positively for the achievement of high quality and inclusive design for all development, including buildings, public and private spaces and wider area development schemes.

Paragraph 61 goes further identifying that securing high quality inclusive design goes beyond aesthetic considerations. Decisions should address

the connections between people and places and the integration of new development into the natural built and historic environment.

Paragraph 73 of the NPPF states that access to high quality open spaces can make an important contribution to the health and wellbeing of communities.

Paragraph 112 of the NPPF advises local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of higher quality.

Havant Borough Council Core Strategy



In March 2011 Havant Borough Council adopted its Core Strategy which sets out the spatial planning strategy for the area up to 2026. The Core Strategy sets out how many new homes and jobs are needed in the Borough and their distribution. It also sets out what services, facilities and infrastructure such as green spaces, shops and community services are needed and how they will be delivered, whilst having regard to the borough's high-quality natural environment. The overall housing requirement set out in the Council's Local Plan (Core Strategy) is for 6,300 net additional dwellings to be completed in the period 2006-2026.

Policy CS7 states the planning permission will be granted for development that has been informed and shaped by community and local stakeholder involvement in accordance with the Statement of Community Involvement.

The proposed scheme has been subject to discussion with officers, a Public Exhibition held at the Brookfield Hotel on 20th May 2016 and, more recently, a Development Consultation Forum held at the Public Service Plaza on 9th June 2016.

Policy CS8 requires development proposals to engrain community safety into the development process from the beginning, to provide well-lit footpaths, cycle ways and road, to maximize opportunities for natural surveillance through good design, and to maximise the amount of 'defensible space' that is controlled or perceived to be controlled by residents.

3.0 Planning Policy Context

Policy CS9 has been addressed by the development, in that the proposed scheme would contribute to the Council's target of achieving a net total of 6,300 new dwellings between 2006 and 2026. It would deliver 30% affordable housing and ensure that mixed communities are created through the planned distribution and avoidance of a concentration of affordable housing. The development would also achieve 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. Finally, the development would provide a mix of dwelling types, sizes and tenures which would help to meet identified local housing need and contribute to the development of mixed and sustainable communities.

Policy CS11 advises on protecting and enhancing the special environment and heritage of Havant Borough. The proposed development would not adversely impact upon the borough's statutory and non-statutory designated landscape, habitats or features of biological, hydrological or geological interest. The undeveloped gap between Emsworth/Havant would be reduced by the development proposals, but the scheme has been submitted in response to the inclusion of the site within the Council's Draft Local Plan Housing Statement, which includes sites favoured by the Council to deliver the borough's future housing needs. The applicants will pay a financial contribution towards mitigating the in combination effects of recreation on the Solent Special Protection Area.

Policy CS14 encourages the efficient use of resources. The proposed dwellings would be built in accordance with the prevailing national building standards in place at the time of construction.

Policy CS15 states that development in areas at risk of flooding now and in the future as identified on the latest Environment Agency maps and Strategic Flood Risk Assessment on climate change maps will only be permitted subject to the number of conditions.

The proposed development would take place on land with a low risk of flooding (Flood Zone 1); however, a Flood Risk Assessment has been submitted due to the size of the application site. Surface water drainage proposals, in the form of Sustainable Urban Drainage (SuDS), are proposed as required by this policy.

Policy CS16 encourages high quality design and states that planning permission for development will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. The proposed development would accord with the aspirations of this policy.

Policy CS19 requires the effective provision of infrastructure with development. The proposed development will fund the relocation of a strategic gas pipeline at the site and an upgrade to the foul sewer network to service the flows from this development.

Policy CS20 requires a sound transport and access strategy to be approved as part of a proposed development. The planning application, which has been submitted, includes a detailed Transport Assessment which address issues raised within this policy.

Policy CS21 relates to developer contributions. The applicant will provide a signed s.106 unilateral undertaking/legal agreement which makes provision for the payment of financial contributions required as a result of the proposed development. The proposed development would also trigger the payment of a contribution towards the Council's Community Infrastructure Levy.

Policy DM8 seeks to protect and enhance local habitats and landscape distinctiveness in new development. The proposed development would retain existing important trees and hedgerows and include proposals for landscaping of the whole site.

Policies DM11 and DM12 relate to planning for more sustainable travel and mitigating the impacts of travel. The proposed development would include safe and secure vehicular and cycle parking and turning facilities to adopted standards. The submission of a Transport Assessment and Travel Plan would also address measures to mitigate the travel impact of the development.

Policy DM13 requires car parking and cycle parking to form part of proposals for residential development in accordance with the standards set out in the Residential Car and Cycle Parking SPD. The proposed development would meet these standards, or, if the successor Parking SPD is adopted, the standards set out in that document.

Havant Borough Local Plan (Allocations)



The Havant Borough Local Plan (Allocations) follows on from the adopted Havant Borough Local Plan (Core Strategy). This document plans for the delivery of the Borough's vision for growth and prosperity up to 2026, which is set out in the Havant Borough Local Plan (Core Strategy). The Local Plan (Allocations) was adopted by Council on 23 July 2014. The main aim of the Allocations Plan is to allocate land to help deliver from 2013-2026 the development requirements for housing and employment set out in the Core Strategy.

Policy AL1 advises that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It goes on to advise that where There are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise. It is considered that the Council's policies for the supply of housing are not up-to-date

Policy AL2 seeks to prevent the coalescence of the undeveloped gaps in the boroughs by development taking place within them. This planning application has been submitted in response to the Council's inclusion of the site in Draft Local Plan Housing Statement, in response to the Council's need to meet their objectively assessed housing needs up to 2036.

Policy DM18 states that planning permission will be granted for development provided that projected levels of air, noise, vibration, light, water or other pollution do not have significant negative affect on the amenity of future occupiers or users of the proposed development. The planning application is accompanied by Air Quality and Noise Impact Assessments addressing issues relating to air quality and noise arising from the location of the application site.

Policy DM23 advises on sites for brent geese and waders. The site is designated as an uncertain site for Brent Geese and Wading Birds on the Council's Proposals Map and as such wintering bird surveys which demonstrate absence have been undertaken.

3.0 Planning Policy Context

Policy DM24 is capable of being addressed by the payment of £172 per dwelling index linked as part of a planning application to mitigate the impact of recreational disturbance to the Special Protection Area.

Policy DM25 advises on managing flood risk in Emsworth. Whilst the policy is not strictly relevant to the planning application, as the site is situated outside of the Emsworth urban area, the proposed development will nevertheless address the issue of flood risk and will be supported by on-site sustainable drainage systems.

Draft Local Plan Housing Statement

The Council has published a Draft Local Plan Housing Statement in response to the publication of the South Hampshire Spatial Position Statement on 7th June 2016 by the Partnership for Urban South Hampshire (PUSH). This document will be published for public consultation between 25th July and 9th September 2016.

The Draft Local Plan Housing Statement includes a number of sustainable greenfield sites, including the application site, outside the urban area and advises how these will be considered prior to the adoption of a new Havant Borough Local Plan. It will be given weight as a material consideration when development management decisions are made up until adoption of the borough's new local plan.

The application site is included as site UE2b for 154 dwellings under Emsworth in the table on page 11 of the Draft Local Plan Housing Statement. The number of dwellings indicated is a reflection on the call for sites submission made to the Council in February 2016; however, since that time the whole scheme has been reviewed and the layout amended to identify an increased number of dwellings. A Public Exhibition and Development Consultation have been held recently to present the latest proposals for 190+ dwellings to the public.

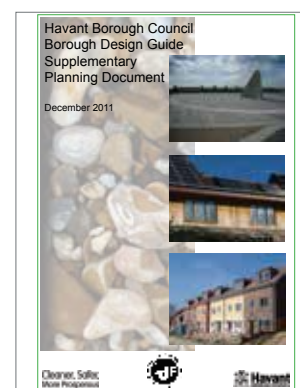
Adopted Housing SPD



The SPD's priorities are:

- 1 To meet the housing needs of the borough and to plan for everyone to have access to a decent home, with particular regard to those in need of affordable housing in addition to meeting the needs of the ageing population.
- 2 To provide additional affordable housing in line with Core Strategy Policy CS9, other local development framework documents and changing national guidance in an innovative and flexible manner.
- 3 To promote the provision of high-quality and sustainable affordable housing that provides a suitable range of housing types and sizes for a range of income levels; to help create mixed and balanced communities; and to enable the perception of affordable housing to be better understood.
- 4 To plan for and encourage the provision of homes for people in need through Hampshire Home Choice.

Design Guide SPD



The aim of the Havant Borough Council Design Guide Supplementary Planning Document (SPD) is to provide detailed information that supplements Policy CS16 of the Havant Borough Core Strategy, to raise the standard of design across the Borough and set out what the Council expects developers to deliver in terms of the design of new developments and how the distinctive character and qualities of the Borough should be respectfully improved and enhanced through development.

The SPD has been prepared for use by both planning and design professionals and the public. The SPD forms part of Havant Borough Council's Local Development Framework (LDF) and is a material planning consideration in the determination of planning applications in the Borough.

Parking SPD



This document sets out Havant Borough Council's off-street parking standards relating to new development in the Borough. Applications for planning permission will be assessed against the guidance set out in this document. Parking in proposed developments should not create undue impact on the built environment, street congestion, road safety issues or create tensions within a community.

Guidance is given on the levels of car, cycle, motorcycle and disabled parking that should be provided. The inclusion of design advice

demonstrates how car parking should be integrated into a high-quality external space that is accessible to all.

4.0 Constraints and Opportunities

The project team has identified constraints and opportunities to development to ensure that they are reflected in the emerging proposals for the site.

The following key constraints have been identified:

- Respect the edge of the settlement location.
- Sympathetically respect the setting and amenity of existing houses on Selangor Avenue.
- Accommodate surface water run-off on-site.
- Accommodate a pumping station on-site.
- Diversion of the HPGM gas pipe.
- Noise from the A27.

The following key opportunities have been identified:

- Create a distinctive development that respects local context.
- Close proximity to a number of local facilities and services.
- Provide much needed family homes.
- Planting of native trees and hedgerows to attract local wildlife and improve local biodiversity.
- Provide buffer planting along site boundaries to minimise the visual impact of the future development.
- Provide a local area of play for children.
- Provide pedestrian and cycle links.



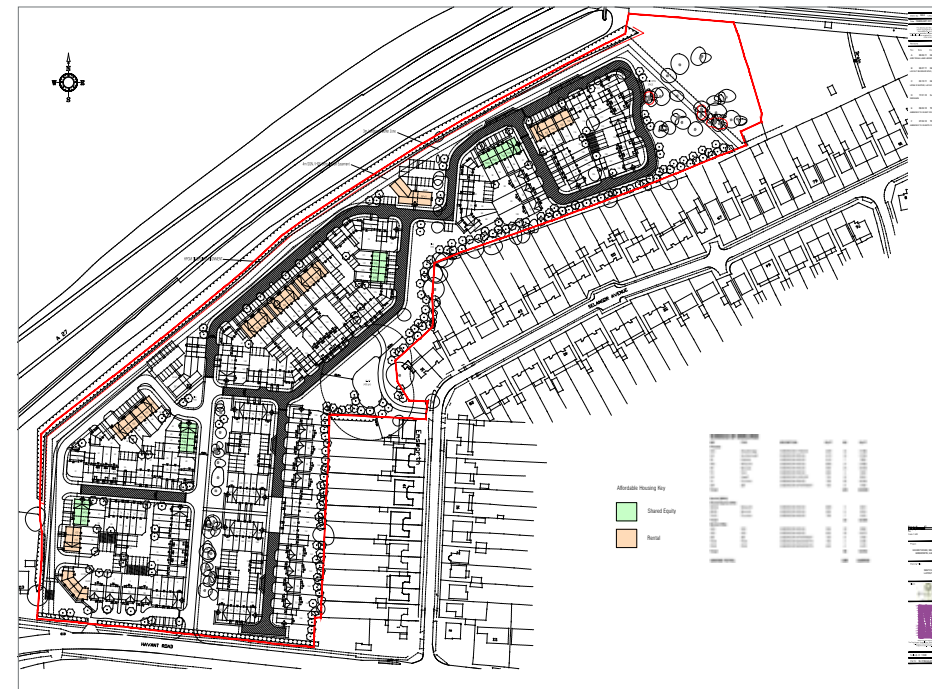
Constraints and Opportunities Plan

5.0 The Proposed Development

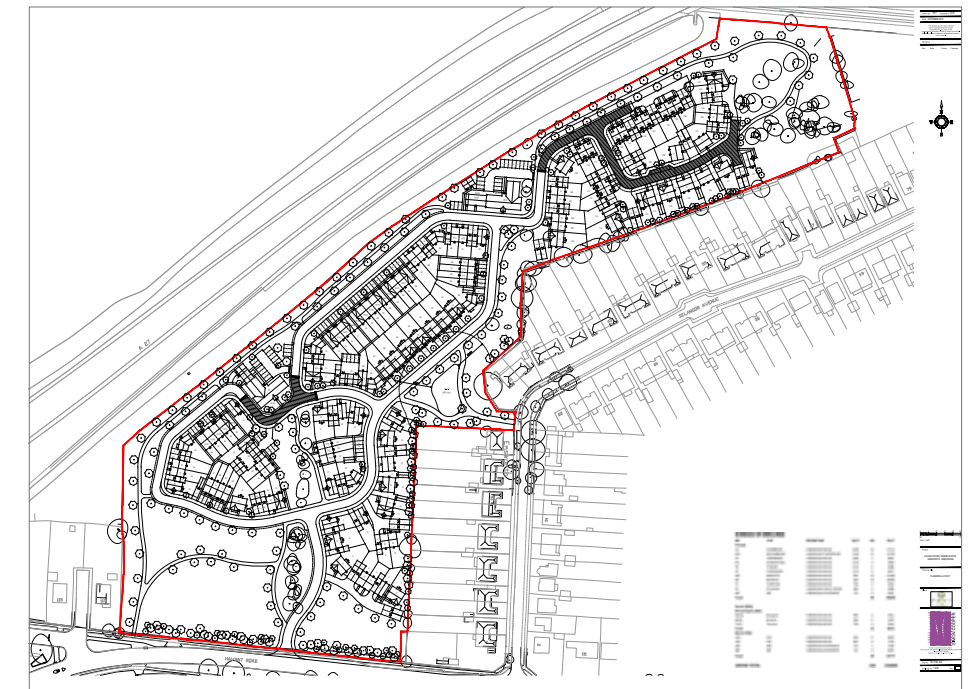
Design Evolution

The design approach for the development has recognised and responded to the special attributes of the site, with regard to how the development sits within the landscape, the undeveloped gap and the character of the local area. The design has evolved in response to feedback from local stakeholders, planning officers, the Council's internal and external consultees and local residents who live close to the site.

The plans below highlight the variation in the development's design to refine the scheme in order for it to integrate with its surroundings and provide a well-defined sense of place. The scheme has been subject to three Public Exhibitions in May and October 2012 and more recently in May 2016, along with the Council's Development Consultation Forum on 9th June 2016, following which comments received have been reviewed and the scheme amended.



Sketch layout Rev F (May 2012 exhibition)



Planning Layout (Oct 2012 exhibition)



Planning Layout 10.05.16 (May 2016 exhibition)

5.0 The Proposed Development

The proposed development is for 192 residential dwellings on land at Havant Road, Emsworth, Hampshire. The proposed scheme comprises 1 and 2 bed apartments, 2 bed coach houses and bungalows, and 3 and 4 bed houses. The layout would also comprise of areas for public open space, including the provision of play space, in the form of a LEAP and a LAP, and opportunities for new tree and shrub planting, details of which are set out in the accompanying Landscape Masterplan.

The current layout has evolved in response to feedback received at the Public Exhibition In May and the DCF, in particular where concerns were raised by the owners of properties in Selangor Avenue regarding overlooking from some of the proposed plots and siting close to the rear boundaries of their properties. These concerns have been taken on board and the scheme redesigned to include fewer dwellings.

The amendments made recently to the layout include:

- Reduction in the number of units from 196 to 192 dwellings
- Plots 3-5 have been switched. Plots 4 and 5 were previously semi-detached detached townhouses; now these are plots 5 and 6. The detached unit at plot 3 is now proposed at plot 5.
- Plots 11-13 altered from detached two-storey dwellings to bungalows.
- Plots 14, 15, 20, 21, 32, 63, 64, 66, 135, 136, 149, 178 and 179 house type substitutions whilst retaining number of bedrooms for each plot.
- Plot 18 now changed to a two-storey 3 bed dwelling.
- Plots 25 and 26 changed from semi-detached to detached dwellings
- Plot 33 and 34 changed from detached 4 beds to semi-detached 3 bed dwellings.
- Plot 35 is a new two-storey 3 bed unit in the south-western corner
- Plots 132 and 133 were previously a pair of semi-detached dwellings; now plot 132 is attached to plot 131 and 133 is now attached to plot 134.
- The north-eastern corner of the site has been redesigned. Plots 169-173 were previously detached two-storey 3 bed properties; now there are fewer dwellings in the same space with a single detached three bed and 3 x 4 bed units.
- Plots 174-176 changed from 2.5 storey detached and a pair of semi-detached units to one two-storey 3 bed and a single 2 bed bungalow behind 61 and 63 Selangor Avenue.
- Some other plots have had garages/car ports added or omitted as part of the latest scheme.
- Other plot number changes.
- New trees to be planted in the open space to screen the new housing from 31 and 33 Selangor Avenue (see landscape masterplan plan).



Proposed Site Layout Plan

5.0 The Proposed Development

Vehicular (and pedestrian) access to the development would be from Havant Road, and a separate pedestrian, cycle route and emergency access is proposed from Selangor Avenue. The development would also provide landscaping and Sustainable Urban Drainage (SUDSs) to deal with surface water flows at the site. This is discussed in greater detail below.

Car parking within the scheme has been designed in line with the Havant Borough Residential Parking Standards SPD (March, 2010). Across the scheme, parking has been designed to reduce the impact of parked vehicles and limit the level of inconvenience to pedestrian and cyclist movement. Private parking spaces are principally located within the curtilage of dwellings in the form of private driveways, car ports and under-croft parking.

A Sustainable Drainage System will be incorporated into the development to ensure that proposed development does not increase flood risk to properties in Selangor Avenue or other downstream or adjacent land. Foul drainage will be pumped to a suitable location on the public sewerage network subject to confirmation by Southern Water. The pumping station has been sited to the west of the proposed vehicular access onto Havant Road, Emsworth.



Extract of The Proposed Site Layout Plan showing Proposed Access

5.0 The Proposed Development

Policy CS9 of the Havant Bore Core Strategy requires on average 30-40% affordable housing on sites of 15 dwellings (gross) or more. The Policy also advises that housing proposals should provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities.

The proposed scheme will provide 192 dwellings, of which 30% (57.6 dwellings) will be delivered as affordable housing. The proposal is for 57 affordable homes and the remaining 0.6 of a unit will be required as a financial contribution.

Paragraph 6.19 of the Havant Core Strategy encourages affordable housing to be provided in small groups and spread throughout the development. Paragraph 6.20 advises that in relation to the tenure split of affordable housing 65-70% of affordable home should be social rented with the remaining 30-35% for affordable home ownership (often referred to as intermediate housing). The tenure and mix of the proposed affordable housing will be negotiated with officers and agreed during the determination of the planning application. This proposal meets the requirements of 30% affordable dwellings, in accordance with Policy CS9 of the Council's Core Strategy. The affordable housing will be integrated into the scheme in small parcels to achieve a balanced community, with the affordable housing designed to be tenure blind.

The proposed mix of affordable housing including floor space is outlined in the Accommodation Schedule on the submitted Site Layout Plan. For ease of reference, the applicant proposes the following mix of affordable units:

30 x 1 bed houses/flats
15 x 2 bed houses/flats
11 x 3 bed houses
1 x 4 bed houses

The applicant has agreed terms with First Wessex, a Registered Social Landlord (RSL), to manage the proposed affordable housing at the site.

An Affordable Housing Statement has been submitted in support of the application.



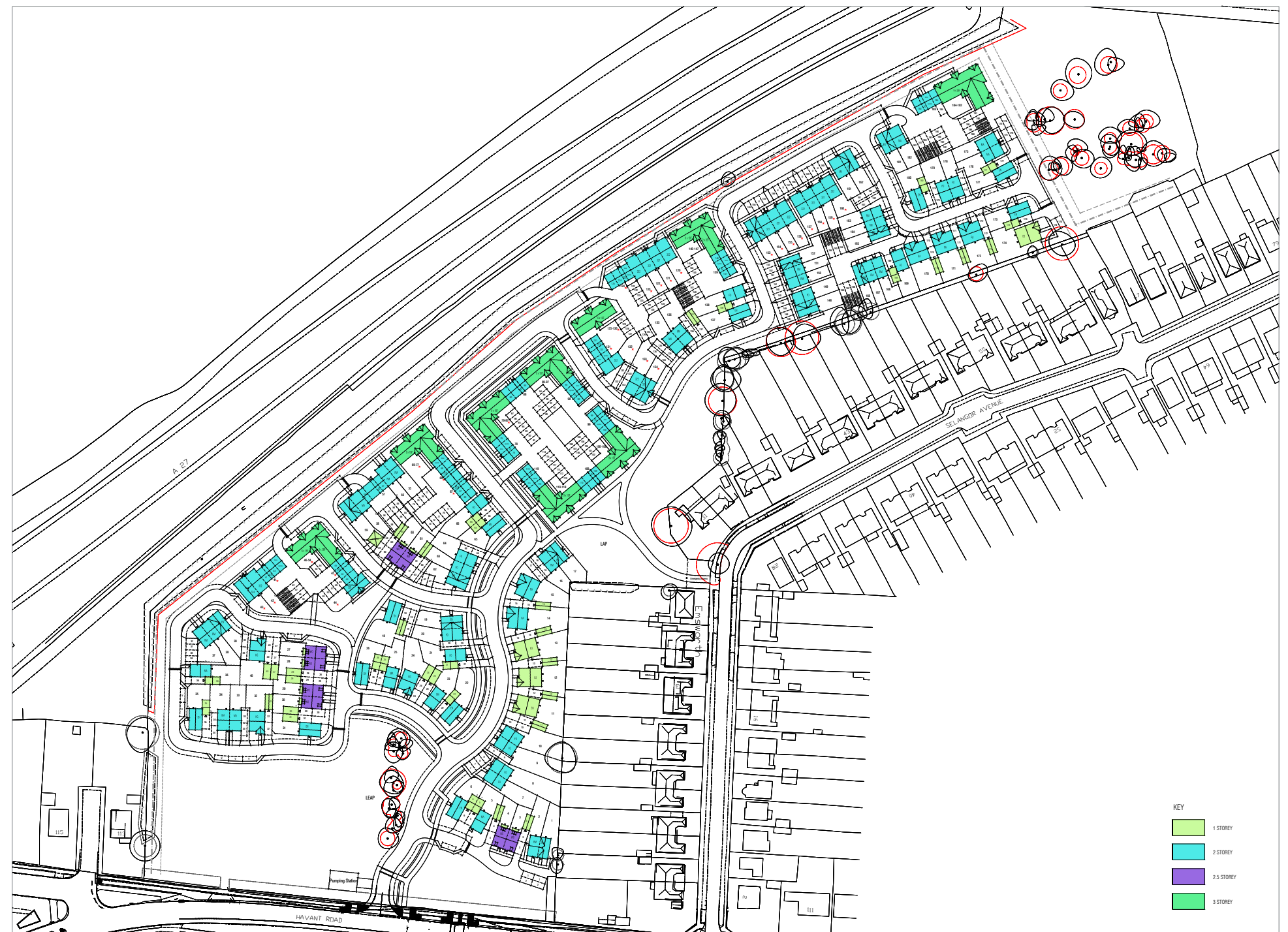
Proposed Affordable Housing Plan

5.0 The Proposed Development

The layout adopts a traditional morphology and is legible with dwellings designed to address the road throughout the site. This has several benefits, including better surveillance of the public realm, good enclosures of the streets and enhance levels of private outdoor space in rear gardens. The proposed scheme seeks to create an attractive residential environment with a sense of place. It would comprise well designed streets and spaces in a high quality landscape setting. Clusters of housing within the site would be formed by varying elevational treatments and roof materials. The development will be of traditional form and appearance, with a mixture of deep plan and wide fronted dwellings enclosing the main street and shared surfaces. In devising the layout, the architect has considered the Council's Design SPD which advises on a number of design issues which would be assessed as part of the Council's determination of the scheme.

The scheme includes a mix of dwelling types, sizes and tenures. With regard to housing mix, there would be 63 x 1 bed units, 55 x 2 bed units, 57 x 3 bed units and 17 x 4 bed units. The proposed built form would consist of residential dwellings ranging in height from single storey bungalows to three storey flats with detached, semi-detached and terraced houses and coach houses. Two large apartment blocks are proposed within the centre of the site and abutting the western boundary of the site. These apartments are three storey in height and act as a noise buffer from the A27 Havant Bypass.

The density of development reduces towards the southern and eastern boundaries, which abut Havant Road and the residential properties in Selangor Avenue. Bungalows have been incorporated into the scheme following the public exhibition held in May 2016. This was to address comments received from residents in Selangor Avenue.



Proposed Storey Heights Plan

5.0 The Proposed Development



Indicative Street Scenes

5.0 The Proposed Development



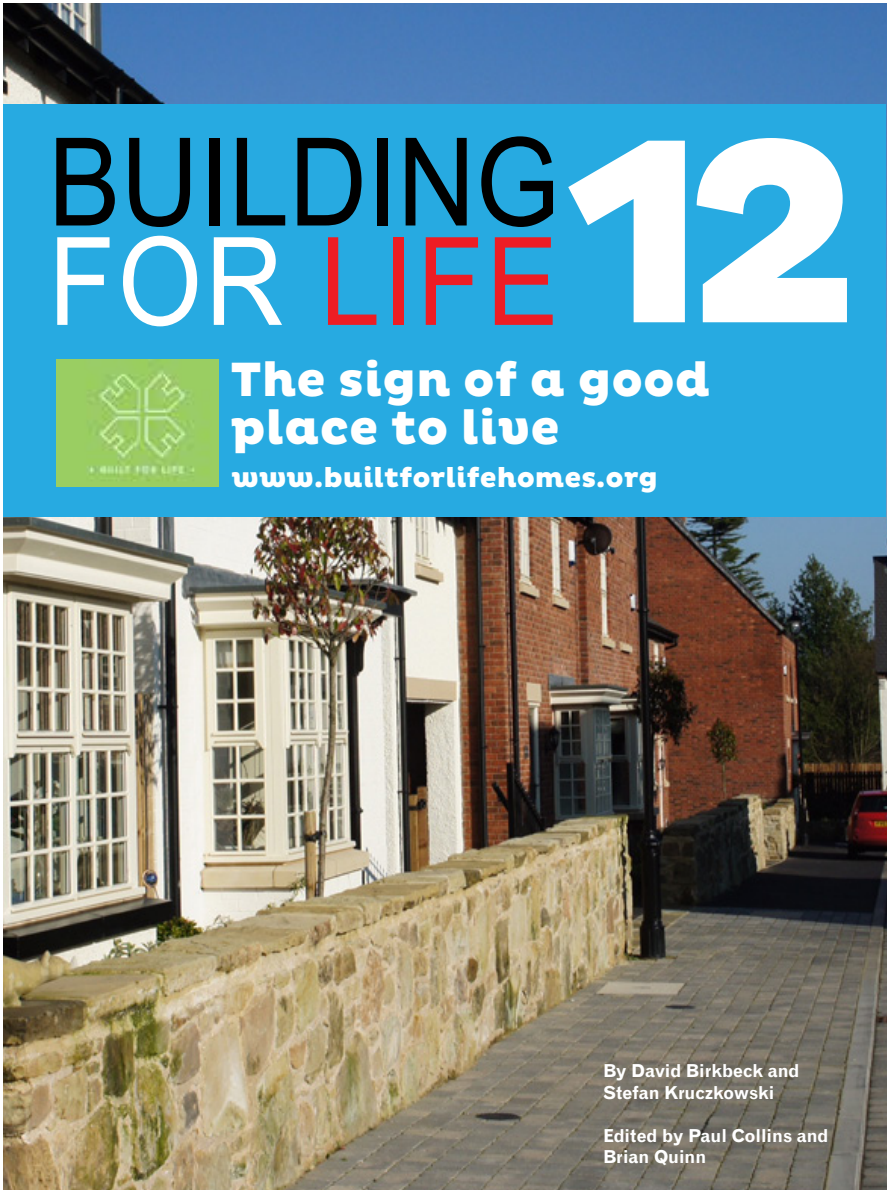
Indicative Street Scenes

6.0 Building for Life 12

Building for Life 12

Building for Life is the industry standard, endorsed by the Government, for well-designed homes and neighbourhood's that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places.

Barratt Homes is committed to ensure all their schemes meet Building for Life 12 (BfL12). BfL12 is based on the new National Planning Policy Framework and the Government's commitment to building more homes, better homes and involve local communities in planning. The 12 questions are designed to help structure discussions between local communities, the local planning authority, the developer of a proposed scheme and other stakeholders. BfL12 is also designed to help local planning authorities assess the quality of proposed and completed developments. We are committed to ensuring that the scheme is designed to meet the BfL12 status and achieves the 'Built for Life' Kite Mark. A Building for Life 12 Assessment has been submitted in support of the application.



Simpler, easier and better

Each headline question is followed by a series of additional questions that we suggest are useful to ask at the start of the design process. We've also provided five recommendations for how you might respond with the aim of offering a range of responses.

Recommendations are designed to stimulate discussion with local communities, the project team, the local authority and other stakeholders to help you find the right solution locally.

We've travelled the country visiting hundreds of residential developments. During these visits, we found common problems. Our avoidance tips help you avoid these pitfalls. We also discovered many well-designed developments, their qualities have been captured in our recommendations.

Finally, we've added endnotes providing further detail, clarity and where appropriate, references that you may find useful.

Integrating into the neighbourhood

1 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

2 Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

3 Public transport

Does the scheme have good access to public transport to help reduce car dependency?

4 Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

Creating a place

5 Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

6 Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

7 Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

8 Easy to find your way around

Is the scheme designed to make it easy to find your way around?

Street & home

9 Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

10 Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

11 Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

12 External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

7.0 Crime Prevention and Economic Benefits

Crime Prevention

The proposal has been designed to meet the principles of secured by design wherever possible, with good all round visibility provided and natural surveillance to reduce the risk of crime and the fear of crime.

The following security measures are included within this development in order to protect occupiers and their possessions from crime or other antisocial behaviour, including features such as:

- Gated access to rear gardens in order to prevent unauthorised entry
- Front gardens providing defensible space to dwellings
- A layout that allows natural surveillance of other dwellings and open space
- Vehicle, pedestrian and cycle routes overlooked by residential properties

Economic Benefits

The proposed development at Havant Road, Emsworth, represents an opportunity to support private sector capital investment into the local economy of Havant, and will deliver a quantum of new housing that will create a range of direct, indirect and induced economic impacts in the local area that are both quantifiable and non-quantifiable.

Some of the more quantifiable economic impacts of the proposed development include:

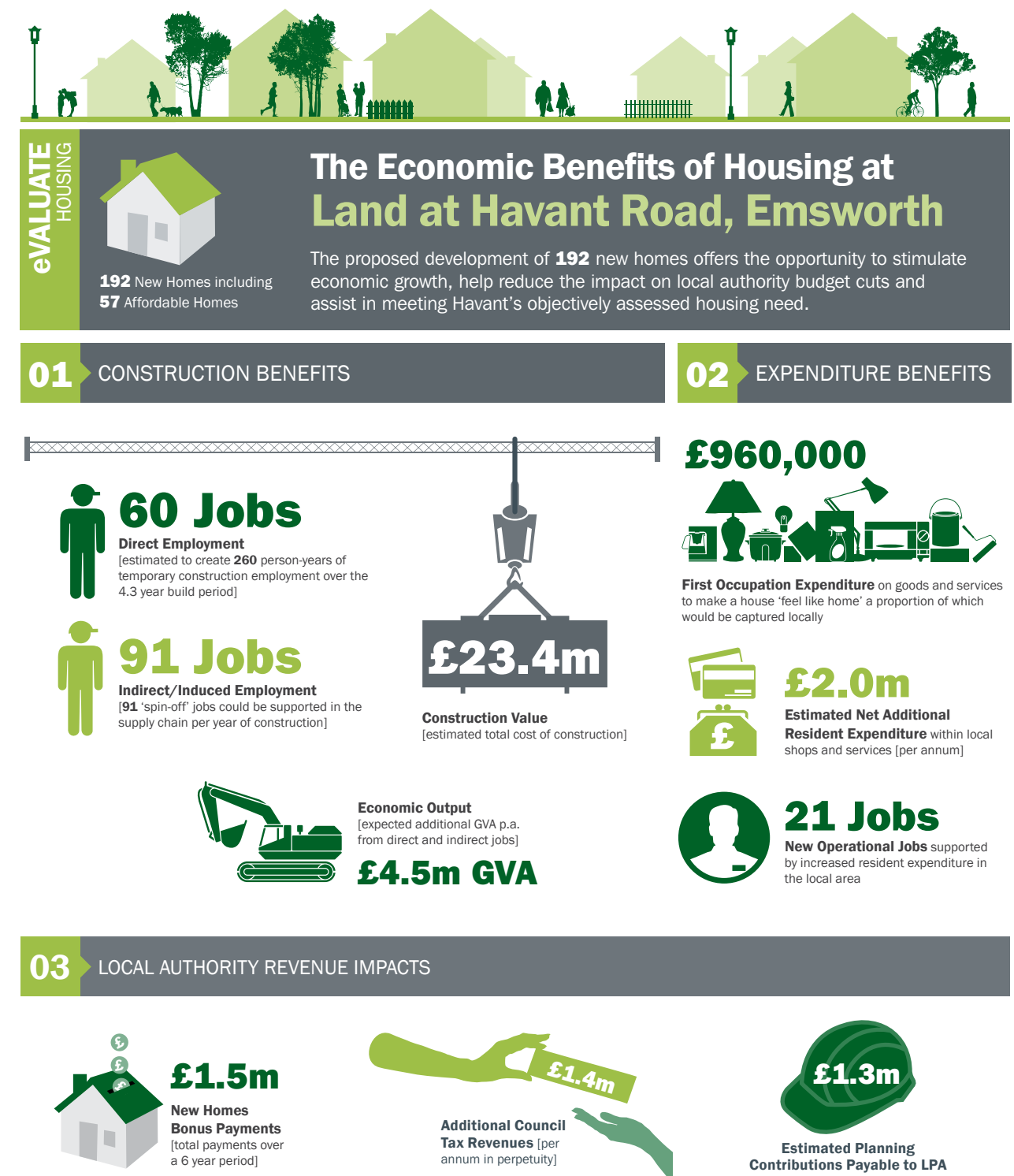
- Injection of approximately £23.4 million in total private sector investment;
- Creating around 260 person-years of temporary construction employment, which is equivalent to 60 jobs in each year of construction at a range of skill levels;
- Supporting a further 91 'spin-off' jobs in services and other businesses from the wage spending of construction workers and supplier sourcing;
- Once the scheme is fully constructed and occupied, residents will also generate just under £5.4 million of additional annual resident expenditure in shops and services, of which just over £2.0 million will be net additional to local businesses within Havant. This increased expenditure will also support 21 permanent FTE jobs in local shops and services;

The proposed residential-led development will also benefit the local community in a number of less tangible ways, including:

- Improving the residential environment in Havant by delivering a high-quality housing scheme which helps meet the needs of future household growth;
- Delivering new high quality family homes at a range of sizes to meet local needs;
- Supporting the delivery of additional affordable housing units that are much needed in the area; and Land at Havant Road, Emsworth: Economic Impact Assessment
- Supporting the sustainability of local shops and services within the Borough.

These economic benefits align with a wide range of national, sub-regional and local policy objectives. In particular, the proposed development will increase the supply of high-quality homes within the local area, which will help meet the Borough's annual housing requirement, enhance socio-economic prosperity through job creation and support the vitality and sustainability of Havant and the wider area.

An Economic Benefits Assessment has been submitted in support of the application.



8.0 Key Technical Considerations

Flood Risk and Drainage

The site is shown on the Environment Agency flood risk maps as being within Flood Zone 1 (low risk of flooding from rivers and seas). The site is in excess of 1 hectare in area and therefore a Flood Risk Assessment is required to support the Planning Application in accordance with National Planning Policy Framework and Environment Agency guidance.

Havant Borough Council requires that Sustainable Drainage Systems [SuDS] be considered in all new developments and as a minimum there should be no nett increase in surface water runoff. This report covers both flood risk and sustainable drainage.

All sources of flood risk have been assessed including tidal, fluvial, artificial drainage, overland, infrastructure failure and groundwater. The conclusion of the assessment is that all risks are considered as low, providing that necessary mitigation measures for surface water drainage are undertaken. The pre-existing low risk of surface water flooding is mitigated through incorporation of a Sustainable Drainage System which will store the volume of a 100 year return period storm plus allowance for climatic change; the surface water drainage system will ensure no increase in flood risk to adjacent or downstream sites. Proposals include the raising of road levels and finished floor levels in areas of potential high groundwater which mitigates any pre-existing risk to the site.

The previous flooding problems experienced by the residential area to the east of the site are primarily due to the flow in the Nore Farm Stream exceeding the capacity of the piped section of the watercourse. This is not caused by the development site and has been addressed by the Environment Agency Nore Farm Flood Alleviation Scheme. The proposed development does not represent an increase in flood risk to neighbouring land.

Foul drainage from the development shall connect to an adoptable onsite foul water pumping station located at the southern boundary of the site which will control the foul flow to the nearby Public Foul Sewer located beneath Havant Road. The sustainable surface water drainage system stores large return period storms and mimics the existing drainage condition of infiltration to ground utilising a series of soakaways and permeable paving areas maintained by a Management Company which will drain surface water from the roofs and car parking areas. Infiltration swales are provided along the adoptable section of the access road which will be drained to ground and maintained by the Highway Authority. Shallow land drainage basins are provided along the eastern and southern boundaries of the site to capture any overland

flow from the clay-based soft standing during heavy storm events. A nett reduction in runoff from the site is achieved by removal of the existing green field runoff which will be stored onsite post development.

Water quality of runoff is achieved through use of geotextile and the naturally high pollutant retention shallow soil layers to ensure adequate treatment of surface water before infiltration to ground. Runoff from property roofs is considered clean water suitable to drain directly to ground without additional treatment.

This Flood Risk Assessment submitted in support of this application concludes that the proposed development is not at significant risk of flooding and will not increase the risk of flooding to others. It is in accordance with all local and national drainage and flood risk policy.



Plan showing Flood Risk

8.0 Key Technical Considerations

Proposed Access

A number of improvements to Havant Road have recently been implemented, including an upgraded pedestrian refuge island, widening of the footway on the northern side of Havant Road to provide additional provision for cyclists and improvements to signage. These changes have improved safety on Havant Road for pedestrians and cyclists in particular to travel between Havant and Emsworth and to local employment areas, Havant railway station etc.

We have undertaken a detailed traffic assessment in line with local and national guidance to ensure that the additional traffic generated by the site will either not have a significant impact on the local road network, or any impact generated by the site will be mitigated. Detailed surveys have been undertaken at all key roads, junctions and roundabouts identified by the local highway authority in the vicinity of the site, which highlight that the majority of traffic will turn right out of the site to travel towards the A27, and therefore the village of Emsworth will experience a smaller proportion of development traffic.

Detailed analysis using industry standard software has been undertaken of difference 'site access' proposals, including a priority T-junction and a signalised junction. The site access is best served (using the modelling analysis and Personal Injury Accident assessments) by a priority T-junction arrangement, with a 5.5m carriageway, supported by 2m wide footways to link into the recently upgraded footway/cycleway on Havant Road. The proposed access would support large vehicles including delivery and service vehicles entering/ exiting the site and would be built to HCC adoptable standards.

A simple T-junction would sufficiently accommodate development traffic without unnecessary highways works on Havant Road, and could be implemented based upon the extent of highways land surrounding the carriageway.

A separate pedestrian/ cycle/ emergency access is proposed onto Selangor Avenue to the east of the site. The pedestrian access will measure 3m wide and will be supported by bollards and appropriate signage to improve safety for cyclists.

A Transport Assessment has been submitted in support of the application. The Transport Assessment has comprehensively analysed the highways aspects of the proposed development. The proposed development presents a suitable highways design being neither detrimental in terms of highways safety or traffic impact, we therefore encourage HCC to look favourably upon this application in highway terms.



Photographs of Havant Road

Accessibility

Pedestrian and cycle facilities within the vicinity of the site have recently been substantially upgraded, to provide a shared footway/ off road cycleway across the site frontage and an on-road cycleway adjacent to this on both sides of the carriageway. As part of the recent improvements, the pedestrian refuge island 120m to the east of the site has been improved also, and now provides a crossing for both pedestrians and cyclists to the bus stop on the opposite side of the carriageway.

To the west of the site towards Havant, the pedestrian/cycle facilities have also been improved, to provide a more user-friendly link to the underpass, which takes users along a vehicle-free route to Havant under the A27.

Parking

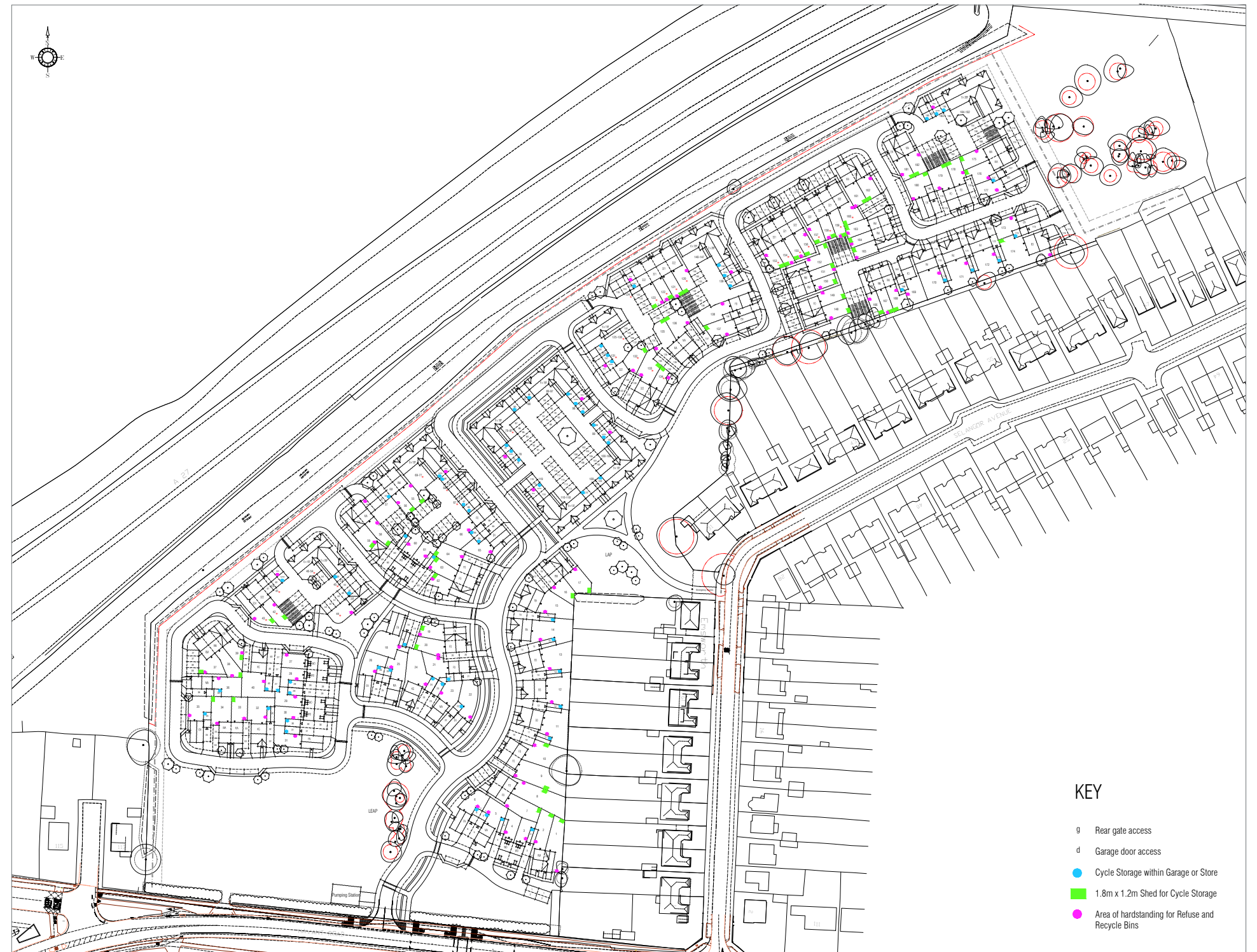
The proposed development incorporates a number of parking solutions to ensure that parking spaces do not dominate the streetscene. The majority of car parking would be provided on-plot and to the side or front of dwellings. There would also be a number of visitor car parking spaces located throughout the site.

Where provided, parking courts have been designed to be well overlooked by placing them alongside the apartment blocks or within view of neighbouring properties.

8.0 Key Technical Considerations

Refuse and Cycle Storage

All external storage and amenity space will be provided on plot. All refuse collections will be provided from adoptable highways. Safe provision will be made for cycles and cars within the garage and driveways or cycle sheds. For each apartment block, a communal bin store and cycle store will be provided. The drawing opposite indicate potential designs for communal bin and cycle stores on the proposed development.



8.0 Key Technical Considerations

Ecology

An extended Phase 1 habitat survey has been completed for the site, followed by a suite of protected species surveys, including for reptiles, birds and bats. The habitats on site were found to be generally of low ecological value, dominated by cattle pasture. The site boundaries did have higher value with tree belts and scrub along the southern boundary and adjacent to the A27.

Low numbers of bats were recorded using the site, which has no suitable locations for roosts. A low population of slow worm was recorded and potential for a range of common breeding bird species was also noted (although no notable wintering birds were recorded).

The site lies approximately 1.1km north of Chichester and Langstone Harbour Special Protection Area (SPA), designated for its important populations of wintering birds (including dark-bellied brent geese). No wintering birds have been found to use the site, however there is potential for recreational disturbance from new residents. As such a financial contribution to the management of the SPA will be made in accordance with the Solent Disturbance and Mitigation Project.

Areas of informal greenspace will further reduce the impact of recreation on off-site receptors, whilst enhancing the site for ecology. Native species will be used within planting mixes to encourage invertebrates, bats and birds within the site. Gaps in existing hedges will be infilled and a wildflower grassland buffer strip will be created along the north west boundary adjacent to the off site tree line. A rough grassland and scrub area will be retained to the north of the site and managed as habitat for reptiles displaced by the development.

A number of drainage features including swales and basins will also be created and planted with native, insect attracting plants. The inclusion of bat boxes will provide potential roosting sites for bats (of which there are none at present) and bird boxes suitable for scarce species previously associated with urban areas such as house sparrow and swift will be installed. Overall the proposed enhancements will have a net positive result for biodiversity.



Example of Bird Box's



Photograph of The Site



Example of a Swale



Slow Worm

8.0 Key Technical Considerations

Landscape

The landscape has been designed to be sympathetic to the local character and sensitive to the local ecology. It will provide an important setting for the development and will assist in uniting it with the landscape beyond. The multi-functional public open spaces will provide a play and social value and make an important contribution to the wider area with a provision for dry basins and new footpath/ cycleway links. The green edges will be incorporated for biodiversity, amenity and visual screening.

The boundary vegetation is to be protected to retain existing habitat with infill indigenous planting to increase structure and biodiversity.

Large native structure trees will be planted within the rich wildflower and grassland areas of the open spaces to provide a habitat for wildlife and a visual interest. Additional planting within these areas will also consist of native species. Occasional spring and autumn bulbs will provide a seasonal interest within the grassed areas.

Decorative street trees chosen for their seasonal interest and upright form will be planted in along the roads reducing the urban scale, filtering views and providing an instant impact on the street scene. They will also provide visual amenity with blossom which will also provide pollen for foraging insects, summer time shading to moderate temperatures and benefits by absorbing air pollutants and filtering dust.

The play areas are proposed with a strong emphasis on natural play with a predominance of timber to create a challenging play environment that is also in keeping with the informal nature of the site. The proposed planting will also provide a natural and sensory experience for children.

An attractive open space will be created at the site entrance to provide a distinct gateway and reinforce the public realm element with an array of strategically located structure trees of local provenance and a seasonal display of bulbs planted in large drifts.

The swales and shallow basins will provide attractive landscape features creating a sense of place and providing a setting for the development area.

Native and wildlife friendly species will be used where possible for hedges and garden shrub planting areas and plot boundaries to provide structural landscape and defensible space and provide emphasis to linear vistas of street tree planting.



8.0 Key Technical Considerations



Proposed Landscape Masterplan

8.0 Key Technical Considerations

Local Gap

The site is located on arable farmland and comprises approximately 6.23 hectares. It is bounded to the north by A27 Havant Bypass and a railway line. To the east the site is bounded by houses fronting on to Selangor Avenue, to the south by Havant Road and to the west by a small group of houses.

'Gaps must be bounded by permanent defensible features such as roads, topography or major landform.' This separation has already been achieved by the physical barrier created by the A27, as there is no visual link whatsoever between the settlements south of the road. It suggests that the road should be seen as the edge of the gap where currently it runs through the centre closing up the view and destroying the 'continuity of separation'.

Objections to site UE2b going forward were based on the importance of its position of keeping the views through the Havant Emsworth Gap. However, it had already been acknowledged that there is no physical or visual gap at that point.

Kirkham Landscape Planning Ltd who prepared a report on Strategic Gaps for Havant Borough Council concluded that the land does not function as a gap:

'With regards to the issue of the Strategic Gap, it is evident that the A27 (T) provides a visual barrier towards Bedhampton, and it is not possible to see the site from the A27(T) or any development from the north of the A27 (T)'.

The site, along with a section of the A27, lies within the Havant Borough Townscape, Landscape and Seascape Character Assessment Area 26, Warblington and Wade Court, but is not included in the Chichester Harbour AONB designation. It is visually isolated from land to the north by the A27 and land to the south by the by the A259 and boundary hedgerows and is no longer typical of its designated landscape character type, the Open Lower Harbour Plain. Although designated as Grade 2 agricultural land, it is not viable, unlike fields to the north of the A27 and due to the constraints of access is used for grazing. The policy of protecting the Strategic Gaps between the urban settlements of the South Coast is a commendable one but at this location the value, benefit and reality of Strategic Gap 3 has been completely lost due to the overwhelming presence of the A27.

Development of area UE2b would not cause the loss of any visual amenity but provides an opportunity to supplement local housing requirements in an area that is not viable for agriculture or employment, has good transport links and would have minimal landscape impact, being well contained within distinct and finite boundaries.

A Landscape Visual Impact Assessment and Gap Report has been submitted in support of the application.



Photographs showing the Local Gap

8.0 Key Technical Considerations

Arboricultural

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

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

Archaeology

A Desk Based Assessment has been submitted in support of the planning application. The assessment concludes that there is no evidence for activity in the vicinity of the site for the Prehistoric period. The potential for archaeology remains on the site dating to this period is low and would be of only local significance.

A Roman Road was situated to the south of the study site and a villa lay between this road and the coast. It is probable that the study site was associated with the villa and agricultural activity. The potential for archaeology dating to the period upon the study area is considered to be moderate with a high potential adjacent to the Road Road at the south of the site.

There is no evidence of any significant previous development of the site identified during the map regression exercise or currently on the site, with the exception of small farm buildings.

The site has a high potential for deposits dating from the Roman period in the southern area of the site adjacent to Havant Road. As the site has had no identifiable development upon it in this area any deposits on the site are likely to be well preserved.

Therefore, should further mitigation measures be required, and as remains of national significance are not anticipated, it is considered that this could be secured by an appropriately worded planning condition.

Gas Main

The existing gas main which runs across the eastern boundary of the proposed development site is the strategic Portsdown Hill to Apualdram high pressure strategic main. The current cast iron gas main is 406mm diameter with a wall thickness of 7.9mm. The high pressure gas main is classed by the Health and Safety Executive (HSE) as a major hazard and as a result the Local Planning Authority have a statutory duty to notify the HSE as a consultee for any planning proposals associated with land within the close vicinity of such a major hazard to establish whether any proposed development is suitable.

HSE sets development boundaries around major hazards using risk assessments models based on the knowledge of the hazard. This is known as the Consultation Distance Boundary (CD). The CD boundary is made up of 3 zones (inner, middle and outer zones) and, in the case of the gas main running through the proposed site, these distances are confirmed by the HSE and detailed below. Applying the principles of the HSE guidance the following table determines which Sensitivity Level can be proposed in the 3 zones of the CD.

Inner Zone - Within 16m of the gas main

Middle Zone - Between 16m and 55m of the gas main

Outer Zone - Beyond 55m of the gas main

Barratt Homes has considered an alternative solution to overcoming the constraint of the gas main and has approached both the HSE and Southern Gas Networks (SGN) to establish whether modification of the existing pipe work will enable the reduction of the CD's and release additional land for Level 3 use. SGN have advised that the CD may be reduced by diverting the affected section of main with the replacement pipe work in a superior grade of material. The current gas main is 406mm diameter cast iron pipe with a wall thickness of 7.9mm whilst the proposals will replace this pipe with a new steel pipe with an increased wall thickness to 11.91mm.

The plans on the left illustrate the areas available for development. If the HPGM swap is left in its current location, the possible developable area is 2.3ha. If the route of the HPGM is diverted and upgraded as proposed, then the new developable area will be 5.3ha as shown on the bottom plan



8.0 Key Technical Considerations

Noise Assessment

The site is subject to noise from road traffic using Havant Road and the A27 and from the adjacent Warblington to Emsworth railway.

The scheme has been designed to mitigate noise from road traffic noise as far as reasonably practicable and the assessment has shown that noise levels in the majority of private external amenity areas should be lower than 55 dB L Aeq, 16 hour during the day.

Standard double glazing (capable of achieving a minimum performance of 31 dB R_w) and trickle vents capable of achieving a minimum performance of 36 dB D_{n,e,w} can be used to ensure an adequate acoustic environment in habitable rooms with line of sight to the A27 and Havant Road.

On the above basis, it is considered that an appropriate acoustic environment can be provided to the proposed residential properties, both externally and internally. There should therefore be no harm on the grounds of noise to the future residents of this proposed development.

Air Quality

An Air Quality Assessment has been submitted in support of the application. The potential effects during the construction phase include fugitive dust emissions from site activities, such as demolition, earthworks, construction and trackout. The impacts during the operational phase take into account of exhaust emissions from additional road traffic generated due to the proposed development.

During the construction phase, it is anticipated that dust sensitive receptors will potentially experience increased levels of dust and particulate matter before using any mitigation and control measures. However, these are predicted to be short term and temporary impacts. Throughout this period, the potential impacts from construction on air quality will be managed through site specific mitigation measures detailed within this assessment. With these mitigation measures in place, the effects from the construction phase are not predicted to be significant.

The assessment of the significance of the effects associated with both the committed and proposed developments with respect to NO₂ exposure is determined to be 'negligible' for all existing receptors and the proposed development receptors. With respect to predicted PM₁₀ exposure, the significance of the proposed development is determined to be 'negligible' all existing receptors and the proposed development receptors.

The predicted impact of the annual average exposure of NO₂ on to the identified ecological receptors has been determined as insignificant. Following the adoption of the recommended mitigation measures during the construction and operational phases, the development is not considered to be contrary to any of the national, regional or local planning policies.

Based on the assessment undertaken and data, methodology and assumptions used within this assessment it is concluded that the site is suitable for the proposed development.



9.0 Conclusion

This application proposes 192 residential dwellings, on the land at Havant Road, Emsworth. The scheme has been carefully designed following a detailed analysis of the site constraints and settlement form and pattern. It responds to comments raised during pre-application discussions with the Council, Parish Council and local community.

The proposal will deliver a distinctive and attractive environment which respects the local landscape character and surrounding area creating a sustainable, inclusive and mixed community. In summary, the proposals seek to fulfil the proposals seek to fulfil the following key design principles:

- Address local affordable housing need;
- Provision of much needed family homes;
- Responds to the character, layout and appearance of the area;
- Protects the privacy and amenity of future and surrounding residents;
- Provide an attractive and high quality development in a sustainable location;
- Incorporates a robust landscaping scheme;
- Provide suitable arrangements for car parking and cycle parking, servicing and infrastructure; and
- Financial contributions towards improving local infrastructure.

The proposals accord with relevant planning policies of the development plan and the NPPF by providing high quality homes and creating a sustainable, inclusive and mixed community.



Proposed Site Layout Plan

