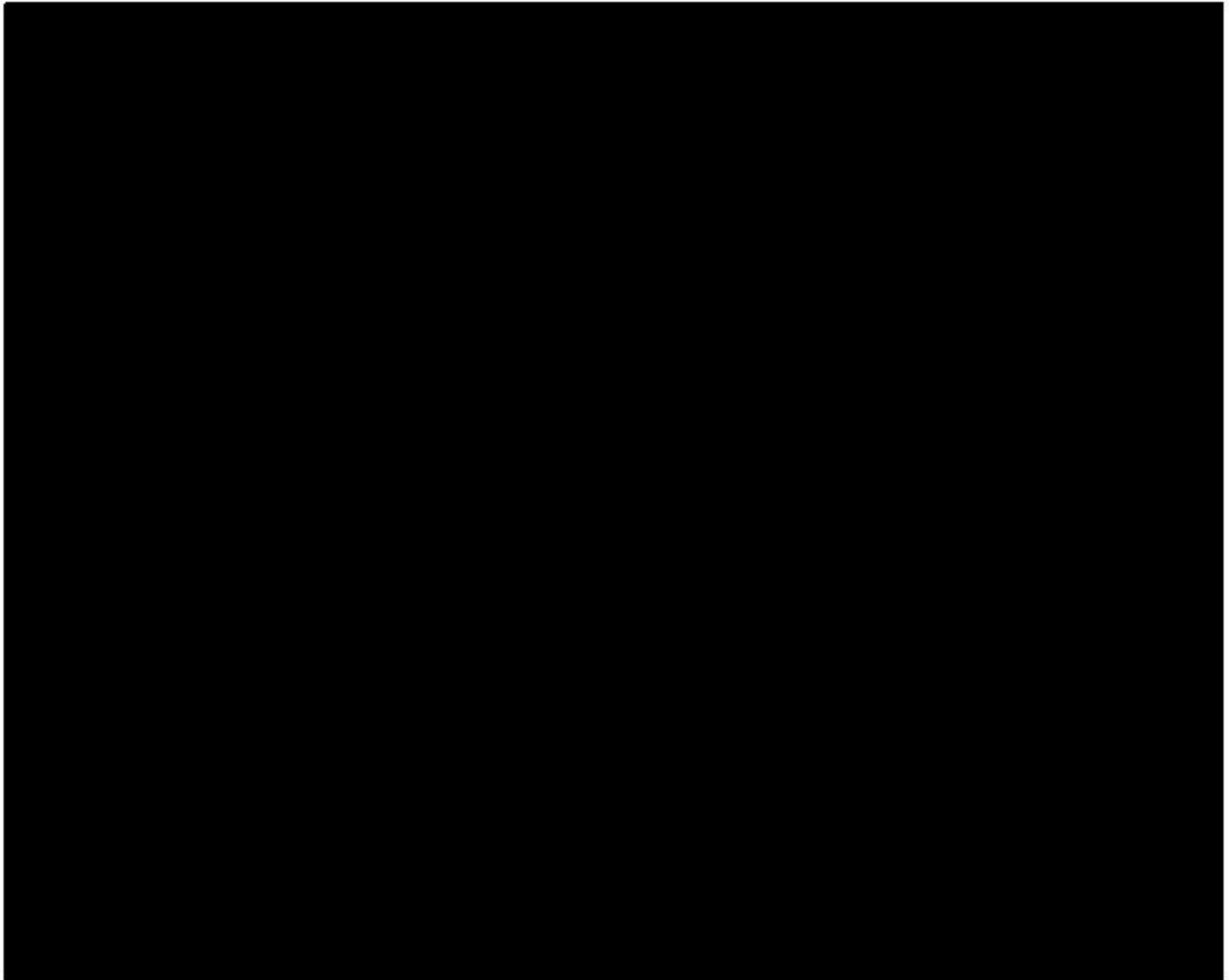




From: Andrew Blackwell [REDACTED]
Sent: 10 September 2014 09:55
To: Heather Lealan
Subject: Land west of Horndean Road Emsworth

Heather

Based on our recent conversation, I forward a summary of responses to the consultation responses you have had in. In respect of minerals I draw your attention to the section below "other information".

Response to the comments made by the Secure by Design Officer:

The masterplan which forms the basis of the Outline Planning Application for Horndean Road was developed over a period of several months. It's development can be traced in the accompanying Design and Access Statement. During this time we took on board the comments of local residents; the planners, landscape architects and highways engineers from Havant Borough Council (HBC) and drainage engineers from Southern Water. It was designed to best current urban design principles including the Boroughs own "Design Guide Supplementary Planning Document" and Secured by Design ((2010) as it was).

We note that HBC supports the design, especially their comments with regards to the:

"good provision of parking spaces for cars with a mixture of private and highway spaces"

"good passive surveillance" of open spaces

"the development does seem to address the issue of safe access and a safe route around the site for all occupants."

Is it important to note that there is no possibility of pedestrian access between 55 and 61 Horndean Road as it is a private access only and as such it is excluded from the Outline Application.

We would argue that the 9 parking courts are a valuable contribution to the parking strategy of the masterplan. HBC has relatively high parking standards (based on actual car ownership data). The parking courts have the positive function of accommodating a good portion of the cars away from sight so that they do not dominate the streetscape. The dwellings the parking courts serve are immediately adjacent so that neighbours take ownership of the spaces. The parking courts are designed in accordance with the HBC "Design Guide Supplementary Planning Document". All of the vehicular entrances to the parking courts are overlooked by properties either side or go underneath flats over garages (FOGs). The layout allows for the vehicular entrances to be gated at a later stage if desirable.

The footpaths were encouraged by HBC to improve connectivity across the site in our last design meeting with them. We think that with careful design, safe lighting levels and appropriate soft landscape design they will be a positive contribution to the masterplan.

HBC's Design Guide Supplementary Planning Document calls for the boundary treatment of parking courts to be walled but no doubt this level of detail can be agreed at the detailed design stage.

Lockable gating is a good idea for the rear access gates from the parking courts and could also be accommodated at the detailed design stage.

Safe levels of lighting to the parking courts accord with HBC design policy.

This is an outline masterplan. It is the first stage of the planning design process. We believe that it balances the real need for a safe and secure layout with the desire to create a unique place to live off Horndean Road. We are confident that as the design progress through the detail design stages this will easily be accommodated.

Response to comments from EA

We remain perplexed by condition 3 as the FRA submitted is detailed. EA have not justified their stance..they just say they" do not believe it is necessary to change their proposed condition. This needs some clarification as the EA stance seems without reason.

Otherwise o.k. and required extra calculations to meet their condition 2 will be provided.

Response to Landscape comments

I attach an e-mail response from Terra Firma to the landscape comments. However you will see the common response it that this is an outline scheme and some required details will be forthcoming at the reserved matters stage.

Other information

In addition to this I am aware there is more information you require and which I noted as the following:

1) check on minerals (Please see geo tech report attached. The geo tech carries a conclusion ..para 9;10 [page25] which verifies no economic potential).

2) a revised cross section drawing to cover the width of the site and to embrace the homes beyond the development site. [You referred to the 20 cross sections within the FRA and look for some of these to be used for the revised cross sections required and cross referenced to the FRA (Have I got this right..after we spoke I wondered if my interpretation was as you meant?)]

3) overlay the development site into an aerial context plan to show relationship with homes along Horndean Road and just beyond.

Please confirm if I have satisfied point 1 and that points 2 and 3 are correctly interpreted.

Kind regards

Andrew

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