



Planning, Design and Access Statement Portsmouth Hill, Bedhampton



February 2014

Contents

1.0	Introduction	p03
2.0	Site History & Site Context and Character	p05
3.0	Planning Policy	p08
4.0	Planning Justification	p18
5.0	Statement of Community Involvement	p21
6.0	Design and Access Considerations	p32
7.0	Other Planning Considerations	p53
8.0	Conclusions	p58

Luken Beck



RTPI

mediation of space · making of place

Chartered Town Planners

LUKEN BECK MDP LTD

30, Carlton Crescent, Southampton
SO15 2EW

Tel 023 80633440 Fax 023 80633441

Company registered in England & Wales No. 7548836
VAT Registration No. 110257563

This Planning Statement has been produced by
Luken Beck on behalf of David Wilson Homes

Ref: I3028

Chapter 1

Introduction



Chapter 1 - Introduction

This is a full application relating to the development of land at Portsdown Hill, Bedhampton. The proposal is for 47 dwellings, including 30% affordable, comprising:

Private: 33 dwellings made up of 10 x 5-bed, 21 x 4-bed and 2 x 3-bed Affordable: 14 dwellings made up of 8 x 3-bed and 6 x 2-bed.

The application site is allocated in the Publication Version of the Local Plan (Allocations) Dec. 2013. This is a material consideration in decisions on planning applications and says that applications for housing developments defined by this Plan will be considered favourably providing they meet the NPPF requirements.

This Statement describes the site and its surroundings and sets out government and local planning policies against which the application will be considered. It includes a Design and Access Statement with material provided by LHC Architecture. The application provides information in accordance with Article 4C of the T&CP (GPD0) (England) Order 2006 in terms of design principles - amount, layout, scale, landscaping, appearance and context, together with access issues.



Fig 1: Aerial Location Plan

Chapter 2

Site History & Site Context and Character



Chapter 2 - Site history & Site Context and Character

Site History

From a scan of the Council's website there appear to be no recent planning applications of any relevance on the application site.

Site Context and Character

The site has an area of approximately 4.3ha. It is a south facing sloping site with long distance views over Langstone Harbour towards the Spinnaker Tower. The site is bounded by residential development of Bedhampton to the east (off Glebe Park Avenue) then the A3M divides the area from the remainder of Bedhampton and Havant. Directly to the south the site abuts a short stretch of the A2030 Havant Road, from where access to the site will be taken. To the west is a remaining field separating the site from the built up area of Farlington. To the north there is again residential development, generally comprising large dwellings in large plots, fronting Portsdown Hill Road (B2177), including a listed 1930's dwelling, that take advantage of the south facing aspect and views.

The surrounding character is therefore predominantly residential, with most of the housing being 20th Century and relatively low density. There is no dominant housing style, material or development pattern although most houses are of brick, tile or rendered walls with tiled roofs.

Some photographs of the site are included below, with further contextual photographs included later in the report.



Fig 2: Location map (nts) (LHC)



Photograph 1: Looking south-east from Portsdown Hill Road.

Chapter 2 - Site History & Site Context and Character



Photograph 2: Looking north, north-west across site from the existing access point from Bedhampton Hill Road, showing the existing predominantly arable nature of the site



Photograph 3: Taken looking over the existing road side hedge along Havant Road, looking northwards across the site



Photograph 4: Looking east along Bedhampton Hill Road



Photograph 5: Looking west along Havant Road



Photograph 6: Looking west towards site

Chapter 3

Planning Policy



Chapter 3 - Planning Policy

National Planning Policy Framework

'14. At the heart of the planning system is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking. Local planning authorities should:

19. A set of core land-use planning principles should underpin both plan-making and decision taking. Of particular relevance are the following:

- not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
- seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- support the transition to a low carbon future in a changing climate
- Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;

47. To boost significantly the supply of housing, local planning authorities should:

- use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;

- identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;
- identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15;

49. 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.

173. Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation,

provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable

186 LPA's should approach decision taking in a positive way to foster the delivery of sustainable development.

187. Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible.

197. In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development'.

Comment: The NPPF emphasises a presumption in favour of sustainable development and states that LPAs should look for solutions and work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area. It says that the planning system should be pro-active and boost significantly the supply of housing. The guidance also states that where development plan policies are out of date, permission should be granted unless any adverse impacts would outweigh the benefits of doing so, when assessed against the Framework, or where specific policies in the Framework restrict development.

Chapter 3 - Planning Policy

Havant Core Strategy

The Core Strategy was adopted on 1st March 2011 following an Inquiry (June 2010) and the final Inspector's Report (29 December 2010). The policies of the Core Strategy (including the proposals map and saved policies) form the major part of the Statutory Development Plan to determine all planning applications.

Of direct relevance to this application are the following core strategy and development management policies which reflect those contained in the Local Plan and government guidance.

Policy CS9 Housing

Planning permission will be granted for housing proposals that:

- Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026
- Will deliver 30-40% affordable housing on sites of 15 dwellings (gross) or more
- unless a lesser requirement has been fully justified on viability grounds.
- [In terms of Affordable housing, Para 6.20 says that in relation to the tenure split of affordable housing 65-70% of affordable homes should be social rented with the remaining 30-35% for intermediate housing, but that it is important to allow for flexibility].
- Achieve 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 character and built form.

- 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.

Comment: 30% affordable housing provision is made in accordance with this policy comprising 13 affordable dwellings; 8 no. 2-bed houses and 5 no. 3-bed houses. The pre-application advice from the council's housing enabling officer confirmed that this mix and distribution of dwellings though the site was acceptable. Affordable housing provision and tenure split will be secured by legal agreement.

Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough

Planning permission will be granted for development that:

1. Ensures the key landscape and built form principles are protected and where possible enhanced.
2. Protects and where possible enhances the borough's statutory and non-statutory designated landscape, habitats and features of biological, hydrological or geological interest.
3. Has particular regard to the hierarchy of nature conservation designations within the borough
4. Protects and where appropriate enhances the borough's heritage designations by appropriately managing development in or adjacent to conservation areas, listed buildings, scheduled ancient monuments, historic parks

and gardens, archaeological sites, buildings of local historic or architectural interest.

5. Supports an ongoing programme of survey of habitats and species and designation of Sites of Importance for Nature Conservation.
6. Protects wildlife habitats and wildlife corridors to prevent the fragmentation of existing habitats and to allow species, for example Brent Geese, to respond to the impacts of climate change by making provision for habitat adaptation e.g. coastal managed realignment and species migration.
7. Maintains undeveloped gaps between the settlements of Emsworth/Havant; Havant/Waterlooville; Havant/Portsmouth; Emsworth/Westbourne and Leigh Park/Rowlands Castle as shown on the Proposals Map.
8. Protects the best and most versatile agricultural land that has the greatest potential for local food security.
9. Responds to the emerging evidence from the Solent Disturbance and Mitigation Project, the published recommendations, and future related research.

Comment: This is a wide ranging policy. Only points applicable to the consideration of this application have been identified here. In particular however reference is made in this document and supporting documentation to Brent Geese and Gaps.

Policy CS14 Efficient Use of Resources:

Major areas of development must ensure that their on-site renewable energy production is maximised and resource efficiency is maximised. It also says that, on completion, development should meet Level 3 of the Code for Sustainable Homes with particular attention paid to water efficiency measures.

Comment: Construction specifications will ensure a high level of efficiency in terms of their consumption of energy, water and resources and will aim to reach Code Level 3.

Policy CS16 High Quality Design

Planning permission 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. All development should demonstrate that its design responds to and respects local context; produces a positive relationship between buildings, streets and spaces both existing and proposed; contributes to the improvement of the public realm close to the development; is inclusive by considering the needs of those with disabilities and integrating affordable and supported housing with market housing; mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies and the provision of facilities for waste recycling and adapts to the changing needs of the users and the changing climate over the lifespan of the building.

Comment: This Planning, Design and Access Statement has been produced in conjunction with LHC Architects and sets out the design rationale for the proposals. The scheme is a low density to reflect the surrounding area and the houses designed to accommodate the sloping topography of the site.

Policy CS17 Concentration and Distribution of Development within the Urban Areas

Development will be permitted that makes the most effective use of land in the borough by granting planning permission that concentrates new housing, employment, retail, leisure and other development within the five urban areas of Havant, Leigh Park, Waterlooville, Emsworth and Hayling Island, as shown on the Havant Borough Urban Areas Map and Non-urban Areas Map.

Comment: This policy prioritises development on previously developed land although the Council acknowledges that greenfield sites are required to meet the Borough's housing requirement as demonstrated in the emerging Allocations Plan. The proposals relate to a site immediately abutting the built up area of Havant in a sustainable location.

Policy CS20 Transport and Access Strategy

Development will be permitted that is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy i.e. it does not increase congestion and promotes better use of existing transport networks; improves accessibility to goods, services and employment; provides transport management measures to ensure the safe and efficient operation of the strategic and local road network; ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users; maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, and improves highway, cycling and pedestrian links between the western and eastern built up areas of the borough.

Comment: A Transport Statement accompanies this application. This sets out the rationale of the proposed access design and has been developed following traffic surveys and consultation with the highways officer. It also looks at the sustainability of the site and the cycle and pedestrian links to the remainder of the Borough.

Policy CS21 Developer Requirements

Development will be permitted if on-site and/or off-site infrastructure requirements are met. Where appropriate the council will seek on-site provision or financial contributions to ensure the timely off-site or on-site delivery of all types of infrastructure, including Transport / Housing / Education / Health / Social Infrastructure / Green Infrastructure / Public Realm.

Comment: Havant Borough Community Infrastructure Levy was approved on 20th February 2013, with implementation from 1st May 2013, to cover infrastructure costs. The Charging Schedule applies to applications permitted on or after 1st August 2013. According to the CIL charging schedule, £80 sq m is required in this area, which will cover transport, health, flood defences, public realm and green infrastructure. A S106 may still be required to ensure the provision of affordable housing.

DMI Recreation and Open Space

Development of existing open space, including play spaces, playing fields, pitches, courts and allotments, for alternative uses will only be permitted where it has been demonstrated that there is a surplus of provision according to the local standards; it has been demonstrated that the land cannot reasonably be converted to another type of open space for which there is an identified deficit, or, where there is no identified surplus of the original type of open space, contributions to new provision of an equivalent or improved standard, will be required.

Comment: The proposal is for a low density residential scheme which includes a high proportion of open space. Appropriate contributions will be made through CIL.

DM13 Car and Cycle Parking on Residential Development

Residential development will only be permitted where it provides car parking and cycle storage in accordance with agreed standards.

Comment: The proposal provides 161 car parking spaces and secure cycle storage within individual plots, in accordance with Council standards.

Havant Borough Draft Local Plan (Allocations) December 2012

Policy AL1 Presumption in Favour of Sustainable Development.

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). It will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise. 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, taking into account whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or, specific policies in the NPPF indicate that development should be restricted.

Chapter 3 - Planning Policy

Policy AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements

The urban area boundaries for Emsworth, Havant and Bedhampton, Hayling Island, Leigh Park and Waterlooville are as shown on the Proposals Map. Planning permission for developments within these areas will be considered in accordance with Policy CS17 of the Core Strategy.

Planning permission will be granted for development within the undeveloped gaps between settlements defined in Policy CS11.9 of the Core Strategy providing that it maintains the separate identity of settlements.

Policy HBI Havant & Bedhampton Housing Allocations

The table opposite shows sites that are allocated for residential development:

The number of dwellings shown for each site is indicative, based on known site characteristics and density considerations. Planning permission will be granted provided that detailed proposals are consistent with the indicative figure for the number of dwellings; and take account of any specific development requirements as set out in the supporting text.

The supporting text for this site says:

'Land at Portsdown Hill (UE5) is situated in the gap between the Havant and Portsmouth urban areas and is identified in the Kirkham Landscape Study as having the potential to be developed without undermining the overall function of the gap. The land slopes down to the southern part of the site, the eastern part of the site is within an aquifer protection zone and one

of the properties to the north is a listed building. It is considered suitable for low density development to reflect the character of the surrounding area. The site is uncertain for waders use in the Solent Waders and Brent Goose Strategy'.

Comment: The application is in accordance with this policy.

Ref. H06	Location/Address	
Warblington School Field (off New Lane)	Net dwellings	
H06	Warblington School Field (off New Lane)	79
H14	Portsmouth Water Head Quarters	48
H18	Portsmouth Water Land	69
H19	Land at Palk Road	21
H72	Town End House	19
H76	Havant College, New Road	41
H79	Job Centre Plus Site	22
H144	Barncroft School	34
UE3a	Land north of Bartons Road	30
UE3b	Land south of Bartons Road	252
UE4	Strides (Manor) Farm & Copseys Nursery	185
UE5	Land at Portsdown Hill	40
UE7	Scratchface Lane, Bedhampton	92
UE30	Land south of Lower Road, Bedhampton	15
UE33	Eastleigh House, Bartons Road	5

Chapter 3 - Planning Policy

Policy DM23 Uncertain Sites for Brent Geese and Waders

Where sites are identified as having as having an uncertain value within and as defined by the Solent Waders and Brent Goose Strategy (2010), studies will be required to be undertaken in accordance with an appropriate survey methodology in order to determine their level of importance

Comment: A detailed Ecological Assessment accompanies this application and addresses this policy. It is briefly referred to later in this statement.

Havant Borough Local Plan (Allocations) Publication Version October 2013

The site continues to be included in Policy HBI as site UE5, allocated for residential development, but now indicated as suitable for up to 55 dwellings. Due to topography, location and relationship to adjoining dwellings, for design reasons the proposals are for 47 dwellings as set out in the design element of this statement.

Site Specific Requirements are set out as follows: Policy UE5 - Site Specific Development Requirements:

- Heritage Statement, of an appropriate level of detail, to support planning application
- Landscape Assessment to support a planning application that sets out how the following can be achieved: Integration of the copse and additional planting on the western boundary to help define the site and the undeveloped gap
- Vehicular access will be south connecting onto the spur from Havant Road
- Noise survey due to relationship with A27 and A3M (coupled with topography of site and prevailing wind), and incorporating suitable mitigation (if necessary)
- Due regard to the setting of the adjacent listed building
- Employment and Skills Plan to support planning application
- Mitigate any impacts on Brent Geese and/or waders (Policy DM23)

- Southern Water request connection to the sewerage system at the nearest point of adequate capacity
- Appropriate easement from existing sewage/waste infrastructure



Chapter 3 - Planning Policy

Interim Planning Policy Statement (Approved by Council on 2nd October 2013 and effective from 3rd October 2013)

This recently adopted statement provides a clear planning policy basis upon which to make decisions on planning applications for housing development that may come forward before the adoption of the Local Plan (Allocations), where the Council considers it appropriate and sustainable. This statement is published for the benefit of potential planning applicants, the public and Councillors. It says:

1. The Publication Local Plan (Allocations) is a material consideration in decisions on planning applications.
2. Applications for housing developments within the urban area boundaries defined by the Publication Local Plan (Allocations) will be considered favourably, providing they meet the NPPF criteria for sustainable development.
3. Applications for housing development outside the urban area boundaries in the Publication Local Plan (Allocations) are likely to be refused where they fail to meet the NPPF criteria for sustainable development.
4. The Council can currently demonstrate a five year supply of housing with flexibility (in accordance with the NPPF). Five year supply is a continually evolving entity and is published in the Council's Annual Monitoring Report.

Comment: The application site is included within the Publication Local Plan (Allocations) Document as published on October 2013 (and now subject to public consultation until Nov.22nd) therefore it is a proposal that is in accordance with up to date policy.

Havant Borough Local Plan (Allocations) Submission Version December 2013

In December 2013 the Havant Borough Local Plan (Allocations) Submission version was submitted to the Secretary of State for independent examination. No changes were made in this document from publication version in relation to the application site.

The **Havant Borough District-Wide Local Plan** (HBDWLP) was adopted in September 2005 and from 1st October 2008 only certain policies from this were 'saved' for continued use. Most of these formerly relevant saved policies are now superseded by the adoption of the Core Strategy but other saved policies from the HBDWLP continue to form part of the LDF until they are superseded. Upon adoption, the Allocations Plan will become part of the statutory Development Plan and the remaining Saved Policies from the Havant Borough District-Wide Local Plan will be replaced. The Council anticipates adoption will be in December 2013. Therefore until that time, some saved policies of the HBDWLP continue to be of limited relevance:

R17 Play Space related to New Housing Development: Housing developments for more than 5 dwellings will only be permitted provided they make provision for children's play space and playing fields in accordance with national standards. This can be part of the development or in the form of appropriate contributions.

This local plan policy is still saved but is to be read in tandem with CS21 above and will be superseded by the Allocations Plan.

Residential Parking & Cycle Provision (SPD adopted March 2010)

This document sets out parking standards for the District. This concludes that only Havant and Waterlooville Town Centres can be considered as high accessibility areas, all others have to make parking provision according with the standard of 1 space per 1- bed dwelling, 2 spaces for 2 and 3-bed dwellings and 3 spaces for 4+ -bed dwellings, together with visitor and cycle parking which are also set out.

Comment: 161 car parking spaces provided. With 149 being allocated and the remaining 12 shown as visitor parking. Cycle provision accords with HBC requirements.



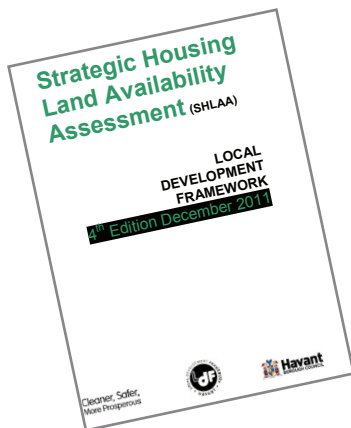
Chapter 3 - Planning Policy

SHLAA 2012

The SHLAA provides an assessment of land within the Borough with potential for housing development by identifying sites, assessing their housing potential and considering when they are likely to be developed

The site is identified as site ref. UE5 in the SHLAA as being appropriate for residential development within the forthcoming 5 year period, for 80 dwellings. The only identified site constraints are the adjacent listed building, uncertain for waders and part aquifer protection zone/sensitive groundwater location.

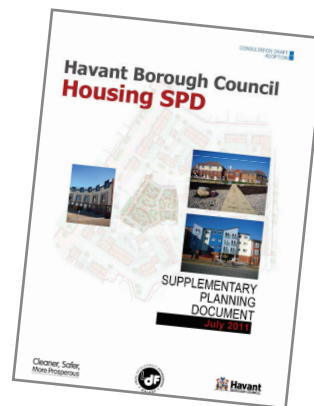
This estimate has been reduced in the emerging allocations plan due to the character of existing surrounding development and its elevated position.



Annual Monitoring Report 2013:

This Report states 249 new dwellings were completed in the year 2012-13 against the requirement of 315pa, and that 1,671 new dwellings were completed since 2006 against the annualised target of 2,205 units (7 x 315), resulting in a shortfall of 534 dwellings. The council considers however that this shortfall in the annualised target should decrease during the current year due to progress on large urban extension sites. The council has also identified a 5 year supply of housing (as required by the NPPF) that includes making up this shortfall in completions since 2006.

Comment: This site is included in the 5 year land supply and included as a deliverable site in the SHLAA.



Housing SPD (July 2011)

This Document has been produced to help meet the need to provide new homes in the Borough. It addresses the need to plan for the right type, size and tenure of housing to provide for and meet the needs of residents; housing affordability and the perception of affordable housing and housing which meets the needs of the ageing population.

The identified demand for affordable homes would take up nearly 75% of the total 6,300 new homes that are planned to be built by 2026. This needs to be balanced against the need for open market housing. It is recognised that this level of affordable housing provision is unlikely so Core Strategy Policy CS9 aims to provide the mechanism to meet a portion of this demand.

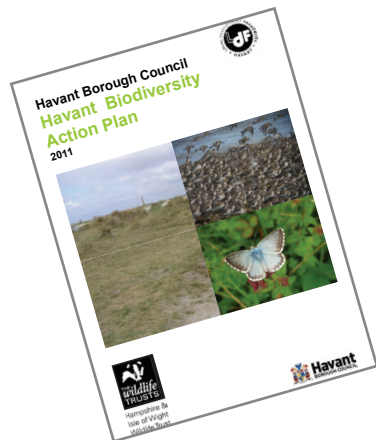
The SPD sets out current policy and explores alternative flexible approaches that could enable the supply of affordable homes to meet local needs, as part of the Havant Housing Development Action Plan.

Comment: This application provides 30% affordable housing in line with current policy. This is provided in the form of a mix of 3 and 2-bed dwellings.

Chapter 3 - Planning Policy

Havant Biodiversity Action Plan (2011)

In this document the site is identified as a SINC (no.26), a non-statutory designation of sites at county/district level. It has not been identified as a priority habitat. The site has been in predominantly arable use for many years therefore the hedgerows are likely to be of most interest. The proposals are for a low density scheme which retains hedgerows and provides open spaces. The scheme is supported by an Ecological Report that has been discussed with Natural England that addresses biodiversity on the site, in particular with regard to the wintering birds.



Chapter 4

Planning Justification



Chapter 4 - Planning Justification

Planning Justification

The application site is currently outside the settlement policy boundary of Havant and was not allocated for residential development in the largely superseded Havant Borough District-Wide Local Plan (adopted in September 2005). Whilst it currently remains unallocated and within an undeveloped gap protected by policy CS11.9 of the Core Strategy, the Publication Local Plan (Allocations) Document designates this land for housing under Policy HBI, Site UE5.

Policy CS9 of the Core Strategy indicates that permission will be granted for housing proposals that fulfil specified criteria, including the need to contribute to the provision of 6,300 dwellings during the Plan Period (until 2026), secure the provision of affordable housing, achieve a suitable density of development with a mix of dwelling types to meet a housing need. The proposals fulfil these functions. Policy CS17 is permissive of development that makes the most effective use of land in the Borough. This includes the concentration of new housing in Havant, one of the Boroughs 5 urban areas, although Greenfield sites are required to meet the housing requirement

The provision of 6,300 dwellings to be achieved during the Plan period has to be seen against the NPPF where Councils are required to boost significantly the supply of housing. Para 47 of the NPPF requires that 5 years worth of deliverable housing should be identified, against its housing requirements, with an additional buffer of 5% to ensure choice and competition with a 20% buffer

where there has been a persistent under- delivery against targets.

In a recent allowed Appeal decision [APP/X1735/A/13/2192777 Land North of Goldring Close and South of Beech Grove, Mengham, Hayling Island, dated 17.7.13], on the housing land supply issue, the Inspector concluded:

'I consider that the appellant's contention of a persistent under delivery is correct. However, the evidence as to whether the Council can demonstrate a five-year supply plus 20% is somewhat equivocal. Nonetheless, even if the Council's assessment is preferred and that a five year supply plus 20% is identified, this would not preclude the favourable consideration of the proposal if it represents sustainable development; paragraph 49 of the Framework indicates that housing applications should be considered in the context of the presumption in favour of sustainable development. For the reasons already set out above, and in terms of environmental sustainability discussed below, the proposal would represent sustainable development. It would make a useful contribution to housing land supply, particularly in respect of affordable housing, and would accord with the thrust of development plan policies concerning housing provision'.

It is clear that the Inspector did not consider that the council could achieve its 5 year supply targets, but, even if it could, housing application should be considered in the light of the NPPF and a presumption in favour of sustainable development .

As stated above, however the site was proposed as an allocation in the emerging Local Plan (Allocations) and is identified as site UE5. Viability, availability and timescales for delivery were recently updated with the council to enable the inclusion of the site in the publication version of the Local Plan, dated October 2013.

The Havant Borough Gaps Review 2012 has assessed a number of potential development sites which lie outside the currently defined urban areas, in accordance with their landscape character and sensitivity, and visual separation and sensitivity. The application site is one of these sites.

Its landscape qualities are described as being an elevated area on Portsdown Hill with broad views to the south, part of a narrow gap between Farlington and Havant and enclosed by vegetation in contrast with adjacent open arable land to the west. In accordance with the Gap Assessment Matrix the site is indicated as having a high suitability for development as an urban extension. Although the gap is narrow the corner site lends itself to development with only a medium impact on the gap, due to the degree of enclosure to some boundaries, its beauty reduced by adjacent housing areas and the topography reducing any sense of separation. A strong boundary on the currently open western edge is however required. This assessment has informed the inclusion of sites in the emerging Allocation Plan.

Chapter 4 - Planning Justification

Sustainability

The principle of the proposals is justified by the need to provide ongoing housing land on sustainable sites. The proposals are in accordance with the emerging local plan which has assessed the site against Core Strategy Policies and with the aims of the NPPF. The site is included in the SHLAA where sites were assessed for distance to public transport, local, district or town centres, context and identity. This information was used to inform the emerging Allocations Local Plan where it has been allocated for low density residential development.

The dwellings will achieve Code Level 3 as required by Policy CS 14 of the Core Strategy.

Chapter 5

Statement of Community Involvement



Chapter 5 - Statement of Community Involvement

In accordance with the Council's Statement of Community Involvement (Oct 2006) developers are encouraged to undertake wider community involvement for applications which it considers are likely to have a significant impact on the local community. The Council has determined thresholds for what is considered to be a 'significant' application and for residential, this is considered to be 50 units or more.

At this time the application was for 44 dwellings. A full publicity process was undertaken by way of a public exhibition. At this time the application was for 44 dwellings. A full publicity process was undertaken by way of a public exhibition.

A Public Exhibition was held on Tuesday 22nd October at St Andrew's Church Hall, Havant Road, Farlington so that the initial proposals could be shared with the public and to allow opportunity to comment prior to the submission of an application. The Exhibition was advertised by way of a leaflet drop to over 300 surrounding properties. The front page of the leaflet is illustrated opposite.

83 people attended the Exhibition from 63 addresses. Only 6 comment sheets were returned on the day (7%), but the opportunity was given to respond by email or post for a further 2 weeks. Following the additional time for comment a further 20 responses were received giving 26 in all (31%). These comments are précised in Table 1 below. Because the initial low level of written response on the day was not fully representative of the comments received through discussions on the day, these too have also been summarised and included in this report in Table 2.



Chapter 5 - Statement of Community Involvement

Table 1: Summary of Written Comments. (06.11.13)

Concerns /Against	Number
Design	
Height of top row of buildings affecting views from within curtilage / disappointing for those whose properties back or face onto site, particularly Spinnaker View and Firlands Rise as the proposed site is their view / very concerned that the houses are too close to those in Spinnaker View and those higher up Glebe Park Avenue /	6
You will be expecting a premium for properties at the top of the hill with the best views but are depriving me of my views. My balcony will now overlook the side of a house or their drive	2
There appears to be a conservation area at the top of the site where existing large gardens and treed boundaries already provide a conservation zone – this should be moved to create a greater gap to properties on eastern side. This would discourage it from being used as a play area but would have to be planted with trees and shrubs that would not create a shadow on these gardens	1
Bottom houses will block side windows and light	1
Would need at least an 8 ft high close boarded fence along boundary with site to maintain privacy	1
Lack of consideration to properties 3,4 and 5 Spinnaker View – proposed properties are too close to eastern boundary. This needs to be redesigned so these properties maintain their outlook / too close to houses in Spinnaker view	2
Views from Bedhampton Hill should be considered	1
Cladding on proposed new houses-close to sea and facing winds will harm wood cladding and will look rundown after a few years unless maintained properly	1
Artists impressions show only 2-storey – any increase in a planning application would raise a substantive objection	1
Welcomed opportunity to view plans but surprised to see that suggested design by HBC (horseshoe arrangement) was not included	1
Proposed housing looks awful –developers should build character into their new housing making them look different with various types of brickwork	1
Drainage	
In heavy rainfall, downhill waterflow is tremendous/water drainage to include soakaways - concrete roads will allow less runaway so likely to cause flooding on access road, already problems in area	4
SWA state that drainage is at capacity for Havant	3
Will need to be reassured by Southern Water that the development will not increase the risk of flooding elsewhere	1

Chapter 5 - Statement of Community Involvement

Traffic	
Very concerned about traffic. 44 dwellings at 2 cars per dwelling = 88 vehicles min will be accessing site via Bedhampton Hill entrance, much will be trying to join Havant Rd and A3m increasing rat run on Glebe Park Avenue, does not bode well for traffic situation/ perilous situation entering bottom of Glebe via Havant Rd already, the roundabout will become a bottleneck / Ludicrous estimate of traffic suggested from 44 dwellings/ grossly underestimated amount of additional traffic / Southern end of Glebe Park Avenue is dangerous – a blind corner with bad parking / Bedhampton Hill Road is a dead end and already a nightmare/ Access will cause congestion particularly at peak times as it is used as a short cut and slip road is inadequate / only access is the dead end part of Bedhampton Hill Road, entirely congested resulting in parking controls that have reduced parking for local residents – will become worse / this junction can't possibly cope with additional traffic	10
Additional congestion and rat run along Glebe Park Avenue / unacceptable as already a problem at peak periods not helped by parking on hill / will lead to major accident / Speeding along Glebe Park Av, all day parking of commuters who car share cause chaos, additional traffic will make this work	
/ Local road network will not cope with all the additional traffic	12
All the traffic issues could be alleviated by a redesign to allow access directly onto Portsdown Hill Road, or alternatively Farlington Road	1
Should bowling alley and 80+ units be developed will be even worse / proposed building elsewhere in Borough will all add up to even worse problems	5
The large roundabout (Rusty Cutter) causes problems with traffic cutting across lanes / Already a 'messy' junction before the addition of extra traffic, can't see that any works could improve junction of Bedhampton Hill and Havant Rd / Traffic on roundabout already at optimum capacity according to Highways Agency / on list as one of noisiest junctions in the country – this and all the other developments are inappropriate / Urgent need to slow traffic down particularly north bound on Rusty Cutter roundabout / Already very dangerous for pedestrians and cyclists/ very dangerous crossings / with all the additional development this junction will need to be redesigned / Problems at Bedhampton Hill Road junction will affect the flow of traffic onto the Rusty Cutter Roundabout	12
Proposals for access/egress are not practical and will cause traffic congestion/ main concern is single point of access / access is not suitable/ narrow and unsatisfactory entrance	4
Concerned that the site will not have its own direct access road to the A2030 Havant Rd	1
Can traffic only turn left out of site as turning right would be impossible due to speed of traffic coming off roundabout	1
Street parking already a problem in West Bedhampton, additional dwellings would add substantially to this problem	1
Will contractors vehicles be restricted from parking in Glebe Park Avenue	1
Why can't Glebe Park Av have speed humps and a 20 mph limit	1
All the additional development and increased traffic means an increase in motorway noise and traffic fumes – think of health of residents	1
Already inadequate access for emergency services at peak times QA Hospital 999 services use this road every day	2

Chapter 5 - Statement of Community Involvement

Infrastructure	
Local schools are full (although this technically isn't within Solent catchment area and potential buyers should be aware of this) / more pressure on local schools, health, water/sewage already at full capacity / will overburden already stretched resources/ unacceptable impact on hospital, schools, community policing, infrastructure and community services/ no schools or medical services nearby/ local schools are full , the closest 2ndary school with any acceptable OFSTED standards is Warblington School , 3-4 miles away	7
Nearest doctors surgery at Havant Road is excellent but already under pressure	1
Affordable Housing	
Hope low cost housing isn't being put at bottom of site just because of values at the top	1
Principle	
This is an encroachment into the Gap /the views designated as a Gap were a factor in buying property /	2
Will do utmost to OBJECT to proposals – will have a property built 30' of rear garden removing any views from garden and balcony.Any building near boundary will be detrimental to view and right to enjoy the environment	
/ initially thought that scheme wasn't too bad but in reconsidering existing virtually unimpeded views across fields, now totally object and no changes could make it acceptable / Strongly object	3
Car headlights shining into bedrooms in winter months	1
Security concerns in relation to gardens of properties on Glebe Park Avenue and Portsdown Hill Rd – secure fencing and thick hedging will be required / a wall of at least 8' would be required to preserve privacy, safety and integrity of adjoining properties	4
Will be objecting to any planning application, appreciate there are targets but there are less invasive areas to build	1
Yet another development that will cause more problems in the future	1
Will devalue our house / parking outside will be lost/ value of existing housing will be much reduced	2
Environment / Ecology	
This is a Brent geese breeding ground /Picture of Brent geese on the site / plans would reduce width of gap and deter the geese	3
There is a small group of deer and 2 nesting buzzards/ pheasants / ecologist only identified slow worms.... / Extensive ecology report should have noted these species / how long was ecologist on site?	6
The remaining land will not be large enough to commercially farm and may become wasteland / remaining land too small to farm and may become wild or succumb to further development further exacerbating problems/ Remaining land should be designated a Park	3
Why build on prime farmland	1
There are horses and stabling on the site	1
Regret the loss of valuable open space – this is not the only development in this area	1

Chapter 5 - Statement of Community Involvement

Comments / For	
Ideal site for solar panels on south facing roofs to save energy	2
Colour / materials of roofs is important	1
Density is acceptable	1
Realise the site needs to be built on and was pleasantly surprised by plans, particularly to walk around the Rusty Cutter roundabout, particularly by mums taking children to schools as they are all east of site	1
Will the site be extended in future or will it allow public access over the remaining field	1

Chapter 5 - Statement of Community Involvement

Table 2: Comments raised in discussions with local residents at the Exhibition

Topic	Positive	Negative
Masterplan	2 or 3 residents referred to the low density and high proportion of green space which they felt would allow views through the development from existing properties abutting the eastern boundary. - Most residents on Portsdown Hill Road accepted views from their properties would not be impeded by the dwellings proposed at the top of the site	- The proposed dwelling in the south east corner of the site looks very close to the existing dwelling fronting onto Bedhampton Hill. - Most residents on the eastern boundary were hoping to have a degree of additional hedgerow and tree planting to help 'soften' the eastern edge of the development. One resident requested whether any tree screen could still allow long distance views through the development from their propertie
Affordable Housing	- Most residents recognised there are good bus services on Havant Road. - The off-street parking shown on the masterplan was welcomed in light of the current concerns residents gave over on- street parking on local roads.	3 or 4 residents did not like the amount of affordable housing and in particular what they perceived as a cluster close to the vehicular access. This seemed mostly due to a prejudice against affordable housing and the difference in dwelling size. The smaller properties close to the access were considered out of character with the existing large detached dwellings.
Highways	- Most residents recognised there are good bus services on Havant Road. - The off-street parking shown on the masterplan was welcomed in light of the current concerns residents gave over on- street parking on local roads.	- Highway impacts should be considered combination with the impacts from the proposed residential development at the Homebase site to the east of the A3(M). - The existing junction with Bedhampton Hill and Havant Road was considered inadequate by 3 or 4 residents. They referred to poor visibility splays from adjacent driveways, on-street parking (mainly vans due to car sharing), traffic queues and a tight bend.

Chapter 5 - Statement of Community Involvement

Topic	Positive	Negative
Highways		• Several residents referred to Glebe Park Avenue rat-running, the tight turn at the access with Portsdown Hill Road and problems associated with on- street parking. • 1 or 2 residents considered there was inadequate / dangerous pedestrian crossing points at the Rusty Cutter roundabout. • 1 or 2 residents were very concerned over the routes of construction vehicles and requested whether controls could be put in place, in particular with regard to restricting the use of Glebe Park Avenue by HGVs during construction.
Ecology		• Species identified by various residents on the site were; sparrow hawk, deer, fox, dark bellied brent geese, dormice.
Drainage	• Most residents approved of the surface water drainage proposals.	• One resident referred to historic flooding around the junction with Bedhampton Hill and Havant Road, although this is likely to be due to pluvial, rather than fluvial or tidal flooding.
Education		• 2 or 3 residents referred to schools being full in the local area. • Concern was also raised over the safety of pedestrian crossing points at the Rusty Cutter roundabout if parents and children are walking to schools to the east of the site.

Chapter 5 - Statement of Community Involvement

Response

Comments raised as a result of the exhibition will be carefully considered in the submitted proposals, and supporting technical documents will refer in more detail to specific issues. It is considered that the level of response received was sufficient to ensure that the event had been satisfactorily promoted and that local residents were able to make informed comments on the draft proposals. In terms of the principle of development, this site is one that has been through a rigorous screening process by the Local Authority during the preparation of its Allocations Document of the Local Plan. This site is identified as a site for up to 55 dwellings in the Publication Version of this Plan. It is clear from these comments that the over-riding concern relates to the problems of additional traffic generated by the development and the potential impact on Glebe Park Road, the junction with Bedhampton Hill Road and Havant Road, and the Rusty Cutter roundabout. The following paragraphs identify the main areas of concern and the action taken to clarify, substantiate or amend the submission in response with more detail included in the submitted technical supporting reports.

Highways

The Highway Consultants have undertaken the necessary traffic surveys to consider current traffic flows and have consulted with the Highways Authority regarding the impacts of the development. It has been confirmed that the site can be adequately and safely accessed without significant impacts on the highway network with appropriate mitigation and financial contributions that may be necessary within the local area.

The impact of the proposed development on highways has been carefully considered. Traffic surveys on Havant Road and the Rusty Cutter roundabout have informed the proposals and discussions with the Highways Department at Portsmouth CC and the proposals reflect their comments. This includes consideration of cumulative impacts of the proposed residential development of the Homebase site.

Ecology

Ecological surveys have been undertaken and are continuing to ensure that cognisance is taken of all protected species and habitats to ensure appropriate layout design and mitigation. Of particular relevance to the site in this regard are slow worms and the potential for Brent geese. The species of geese recorded by local residents are Canada geese which are not a protected species. The proposals are being discussed with HCC and Natural England.

The Ecology Report has looked carefully at protected species of flora and fauna affecting the site and recent surveys have been undertaken. Mitigation is proposed where appropriate and it is considered that the green spaces and drainage features of the site will enhance biodiversity on the land which currently is predominantly an arable field.

Drainage

The drainage proposals incorporate the use of levels and open spaces in the surface water SUDs scheme proposed, and there will be off-site foul sewage improvements.

Chapter 5 - Statement of Community Involvement

Design

This has been an iterative process and alterations have been made to the layout and boundary treatment on the eastern edge of the site.

The proposed housing on the scheme is all 2-storey in height, although designed with windows and some balconies to take advantage of the views. Sections through the site demonstrate that 2 storey dwellings will not impact on views.

Infrastructure

Pre Application Process

Prior to the submission of the application the applicant entered into the formal pre-application process to ensure that the proposals accord with council policy and aspirations. At the pre-application meeting a number of points were discussed.

It was agreed that because the Allocations Document is nearing its examination and adoption, the proposals are in accordance with its principles in that it is a site allocated for residential development of up to 55 dwellings. The policy officer requested that the number of dwellings on the site should be increased to achieve a higher number of dwellings more in accordance with the target amount but acknowledged that executive housing is a requirement in the Borough.

The Highways Officer discussed the access and traffic generation issues and has been in discussions

with the highways consultant. His main concern was the free flow of traffic at the bottom of Bedhampton Hill Road, partly because of the existing parking situation. Possible solutions were discussed such as a Traffic Regulation Order (TRO) and funding. It was accepted that the roads and access within the site were acceptable but expressed concern that the narrow, free form side roads may lead to some indiscriminate parking and that a slightly more formal layout would prevent this. Parking provision was satisfactory and the site was considered sustainable.

Drainage - Due to the topography there was a need to control the amount of surface water run-off. It was also mentioned that soakaways may not work as the geology was such that underwater springs may rise up. The eastern part of the site is in an aquifer protection zone therefore underground solutions may be required for SUDs schemes to work

Landscape and Heritage - The identified landscape character includes small copses, and it was suggested that more trees were included on any landscaping scheme. It was important to ensure that the western boundary was a strong, thick landscape edge as it is the new edge to the settlement. The relationship of the proposals to the listed building to the north was also discussed. The occupier of this property attended the exhibition and agreed that the proposals would not have a harmful impact on this property.

Comments were also raised by Environmental Health. Firstly it was agreed that air quality was not an issue. There was a potential for noise to be an issue due to background noise from the A3M and A27, and therefore a Noise Report was required. It was considered however that it was possible to achieve a suitable noise environment. Other potential contamination could arise from infilling of old chalk pits or from possible bomb testing in the past, but that these matters could be controlled by appropriate monitoring conditions on any planning permission.

The specific site requirements list contained within the Allocations Document (Publication Version) were discussed. Other issues arising were the potential need for an Employment Skills Plan (a requirement on schemes of over 50 dwellings) and Education Contributions over and above the CIL requirement.

Chapter 5- Statement of Community Involvement

DCF

On 30th January, the application was considered by the Development Control Forum, allowing local councillors and interest groups to view and comment on the proposals.

Comments were received from various residents' associations in addition to feedback from consultees, detailing the information that needs to be submitted with the application, particularly with regard to transport (including pedestrians and cyclists), drainage, noise, desk study for unexploded ordnance, landscaping and design. There was a question and answer session addressing specific queries.

Following the DCF and as a final part of the pre-application process a further meeting was held at HBC offices to run through the planning application requirements and to discuss details of the layout, highways and neighbour concerns. The planning officers were updated of the progress since the DCF in terms of ongoing wintering bird survey, additional traffic surveys and amendments to the layout to address concerns of specific adjoining properties. The tabled plans at this meeting also showed landscape and drainage proposals.

Summary

A wide-ranging series of public and formal consultation events have taken place over the last few months allowing public involvement and feedback into the submitted proposals. Many of the issues raised during the public consultation had been considered during the preparation of the scheme, however the plans that are now submitted incorporate various amendments in response to comments.

The Submitted scheme has increased the housing numbers from 44 to 47 in accordance with policy officer's requirement for an increase in housing numbers. Given the topography of the site and other requirements such as landscaping and open space provision, executive style housing and a more defined road layout, this increase in numbers represents an effective balance between numbers and an appropriate and achievable layout.

The submitted proposals have taken on board as far as possible the issues and concerns raised by members and local residents following a wide range of public consultation. These changes have been detailed later in this Statement.

Chapter 6

Design and Access Considerations



Chapter 6 - Design and Access Considerations

Opportunities and Constraints

The architects, Lacey Hickie & Caley Ltd have provided the material for this section of the Statement.

The site is located on the western edge of Bedhampton and is part of an undeveloped gap between Bed

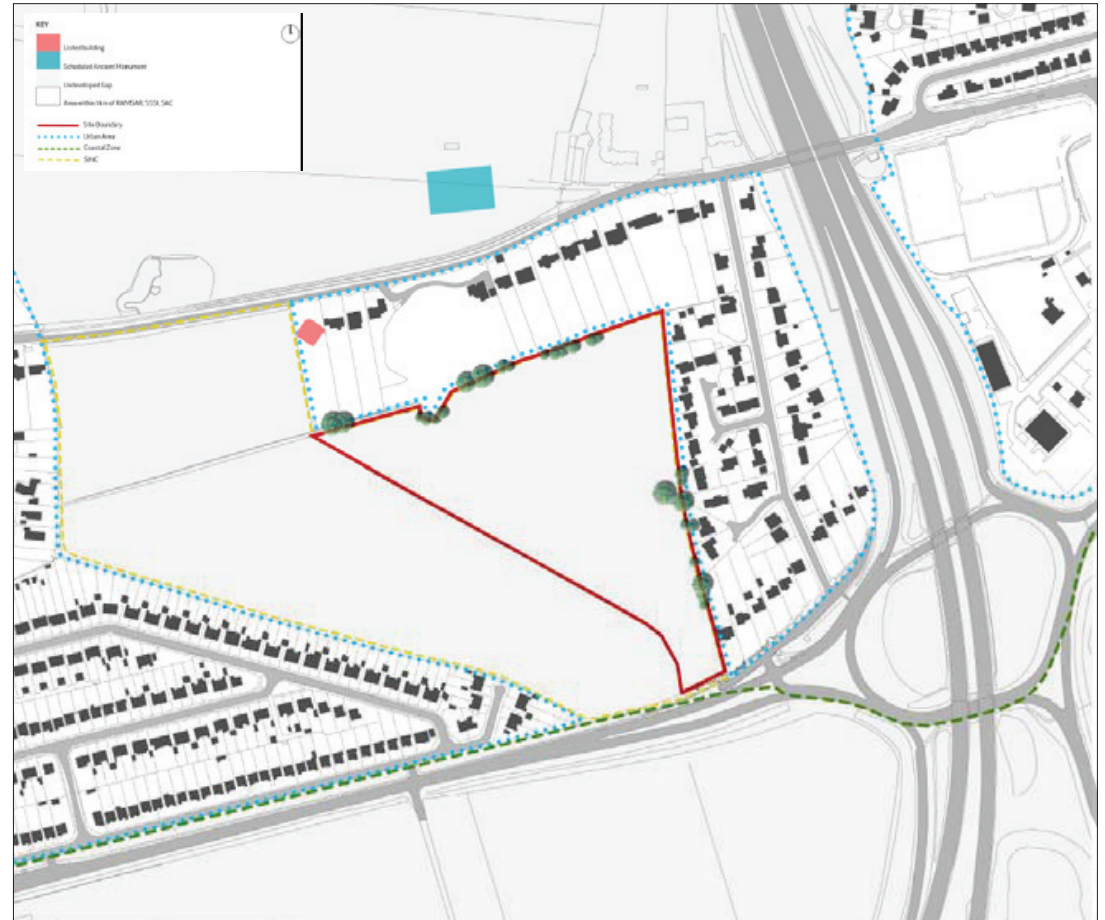


Fig 3 : Site Location Plan with planning designations (LHC)

Chapter 6 - Design and Access Considerations



Photographs of the site from surrounding public views



Photographs of older and more modern dwellings constructed on the slope

Chapter 6 - Design and Access Considerations

Current access to the site for vehicles or pedestrians is limited to the southern frontage, and this would continue to be the case, via Bedhampton Hill. The latter road was disconnected from Havant Road some decades ago so that only a stub remains. This highway remnant connects to Havant Road immediately east of the site frontage, and a through route to Portsdown Hill Road can be made via Glebe Park Avenue. A local cycle network route runs past the site along Havant Road.

The northern and eastern boundaries of the site abut the rear gardens of existing properties on Portsdown Hill Road, Bedhampton Hill, Firlands Rise and Spinnaker Close. The most sensitive of these are those on the eastern boundary where the respective houses are relatively close to the application site. As a result there is a margin that must be maintained within the site on this boundary and direct views between existing and proposed houses should be avoided.

The northern and eastern boundaries benefit from significant established planting and numerous trees. These help frame the site and will soften the impact of new development on existing properties. There are no notable trees within the body of the site whilst there are good quality trees on the road frontage and boundaries which should be retained. These include two Monterey Cypress and groups of Beech and Oak on the northern boundary as well as Monterey Cypress and Scots Pine on the southern frontage.

The adjoining areas of Bedhampton and Farlington are similar in being exclusively residential neighbourhoods. Houses in Beverly Grove and Fortunes Way, Farlington, overlook the site from the west. The latter are all modest semi-detached houses of the 1960s and, arranged along a straight road, create a strongly coherent, if somewhat bland, townscape. The density of this area is around 22 dwellings to the hectare. Beverley Grove is more individualistic, typified by detached houses and bungalows of different designs, most collected in short culs-de-sac. In both streets the buildings are pattern book designs typical of the period and the palette of materials is traditional brick and tile with limited use of render. East of the site, and part of Bedhampton, are Spinnaker Close and Firlands Rise. These 1990s developments comprise larger properties in two or three styles looking inwards within culs-de-sac. The density of this area is similar to the proposal at 11 dwellings to the hectare.

Built heritage assets nearby to the site include Fort Purbrook (Grade II* listed) to the west, Sunspan (Grade II) and The Towers (grade II), all of them accessed from Portsdown Hill Road, north of the site.

Chapter 6 - Design and Access Considerations

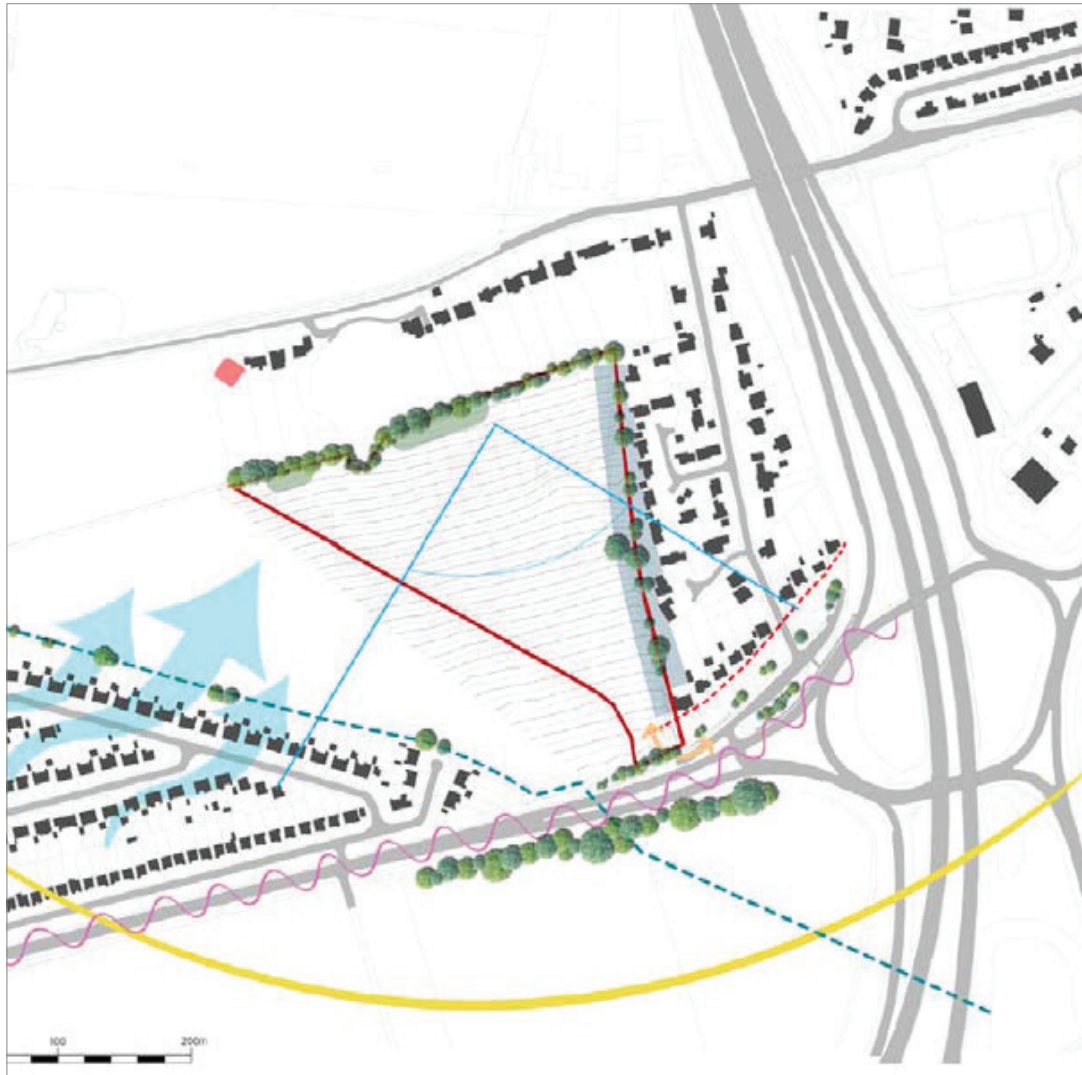


Fig 4: Constraints and Opportunities Plan (LHC)

Chapter 6 - Design and Access Considerations

Design Development

The design of the proposed scheme is the last of several iterations, each of which has been based on the same essential principles:

- a logical and legible movement network;
- a strong sense of place, based on views out towards to the coastline and distinctive communal focal spaces within the scheme;
- clear boundaries between public and private ownership;
- retention of valuable existing trees and hedges, and careful new planting to enhance biodiversity and landscape value;
- working with the topography as much as possible, so that buildings run with contours in most cases;
- a bespoke and coherent architectural language using contemporary elements and responding to orientation, both for the sun and views.

A variety of sketch concepts have been considered, as well as more and less dwellings on the site. In some cases reasonable highways gradients were not achievable, or the mix of unit types and sizes was not appropriate, or public open spaces were too large or in the wrong place.



Option A - Green Gateway



Option B - Big crescents



Option C - the Tree



Option D - larger parks



Option E - Focal Parks

Chapter 6 - Design and Access Considerations

The current master plan, of a single spine road with offshoots, was settled on some weeks ago is based on option C.

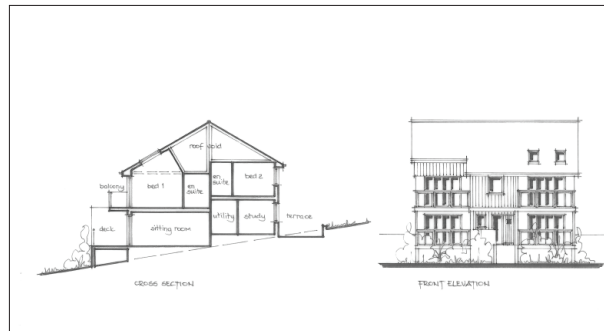


Fig 5 : Initial draft Masterplan in context put forward in public exhibition and pre-application submission

Chapter 6 - Design and Access Considerations

Following public consultation in October, the dwellings proposed closest to the eastern boundary were moved westwards to ease the relationship with existing houses and their gardens. Some houses were also re-orientated for the same reason.

Various architectural approaches have also been considered. Given the slope, split-level houses were thought to be necessary, but, following detailed sections, any advantages, in terms of accessing rear gardens, were considered insufficient to outweigh the disadvantages in terms of internal layout.



2012 sketch images



2013 sketch images

Chapter 6 - Design and Access Considerations

Layout

The layout for the scheme has been informed by a number of existing site factors including the position of the vehicular access, sloping topography, and the location of good quality trees and boundary screening. The scheme also aims to respond to views, both to and from the site, and to the nature and form of existing surrounding development.

The brief for the site is to design for a maximum of 47 dwellings including a significant proportion of affordable units. This is a relatively low density of development, in contemporary terms, but allows for significant spaciousness between buildings.

The design proposed aims to make the most of land available by providing each house with a generous plot as well as substantial communal green spaces as the focus for groups of houses. The design also aims to maximize the potential of the south-facing hill and the views available. The houses are arranged to run along the contours of the slope in informal tiers thereby allowing easy access and a consistent pattern for the development, from top to bottom. Three main communal spaces are created, signalled by a smaller space at the entrance to the scheme. Finally, the houses themselves are designed to reflect their specific position on the slope within the scheme. Those with rear gardens facing south have principal rooms and a rear deck to the rear while those fronting the view are also designed to allow occupiers to enjoy the view, whilst preserving their privacy and security.

The master plan illustrates the layout of the scheme including private plots and public spaces. A single road snakes up the hillside running through green open spaces contained by groups of houses, each designed to make the most of its plot. Each communal space has its own scale and character but the overall landscape approach is consistent throughout. Highways are designed to allow easy access to each plot yet not dominate the overall appearance of the scheme. Footways flank the lower part of the spine road but where few houses are served a shared-surface approach is adopted.

Each property has a traditional arrangement of front and rear gardens and most have on plot car parking. Plots increase with property size yet remain generous in all cases.



Fig 6: Final concept Masterplan

Larger vehicles, such as refuse trucks, will generally be encouraged to stay on the spine road, at both ends of which is a turning head disguised within a hard space. Residents at the extremities of the other access drives will take refuse and recycling bins, on a weekly basis, to dedicated bin collection points within reach of refuse collectors.

Chapter 6 - Design and Access Considerations



Fig 7: Final Submitted Masterplan

Chapter 6 - Design and Access Considerations

Following feedback from HBC planners as part of the DCF and pre-application process, the following detailed changes and comments are made in response to comments raised:

- the standard 3-axle 10.5m refuse lorry can turn within the turning-heads provided within the site). Fire engines are smaller and therefore could also be accommodated
- Plots 7-13 retains parking opposite the dwellings rather than in curtilage as this creates an informal appearance and character and a sense of community within this private drive area, which will assist with social inclusion. It will also assist with natural traffic calming and helping to reduce traffic speeds. The parking spaces are however located in a convenient position for the dwellings to ensure that occupiers do not have to walk long distances.
- To improve the relationship of the house on Plot 1 to the existing dwelling at no. 70 Havant Road the garage has been moved to the east of the house and the house moved accordingly to the west, allowing increased separating space for improved landscaping and boundary treatment
- Plots 5 & 6 continue to face the road. These provide both visual interest and variety to this area of the development and to the street scene and to also provides natural surveillance at the entrance to the site.
- The position of the dwelling on plot 38 has been reconsidered, but remains as originally shown. It has a large area of garden in the north-western corner. This and the house on Plot 47 provide visual interest and views along the drives towards the vegetated site boundaries to create an open and landscaped feel to the site rather than a feeling of enclosure that would be undesirable in this location. The garden sizes ensure a good quality provision of private amenity space for these dwellings. However, landscaping is shown between the garages and the turning head to provide separation and demarcation, to ensure the parking is better related to the dwelling and an improved outlook from the open space, to improve the appearance of this area.
- The triple garage shown to Plot 2 is intended initially as the site marketing office and therefore will remain as a triple garage at present. It will however be reduced to a double garage on occupation of the property. This is annotated on the submitted plan
- To address the need to ensure that all gardens have a minimum 10m depth and that overlooking distances are satisfied, Plots 12-13 and the drive have been moved southward to provide appropriate separation to plot 22, and Plots 9-11 being adjusted to bend the around the road. The boundary between plots 14 and 21 has been adjusted to provide a 10m rear garden to plot 14.
- Concern was raised regarding views of rear gardens when entering the site. This has been reviewed. Plots 3 and 4 remain orientated as on the previous plans, with the parking relocated opposite the dwellings and the dwellings moved west slightly to provide more space along the highway edge for a good quality wall and landscaping with space for good quality planting south of plot 4's garden to create an attractive entrance feature to the site
- Turning areas now have 'softened' edges, and the landscaping plan is now has an appropriate key
- Appropriate bin collection points are shown as are sheds in rear gardens of dwellings without garages.

Chapter 6 - Design and Access Considerations

Amount

The proposal is for 47 dwellings, including 30% affordable, comprising:

Private: 33 dwellings, made up of 10 x 5-bed, 21 x 4-bed and 2 x 3-bed
Affordable: 14 dwellings, made up of 8no. 3 bed and 6no. 2 bed

Each private dwelling house would have its own allocated car parking space and garage, with most having two or more spaces and a double garage. All affordable 3 bed dwellings will have two car parking spaces and all 2 bed affordable dwellings will have a minimum of one space. A number of visitor spaces are provided throughout the road network.

The number of dwellings has increased to 47 following pre-application advice, and the DCF response notes that this number and density is considered acceptable taking into account highway matters, visual prominence and the executive housing proposed.

Scale

Because of the steeply sloping nature of the site, it is important to both take advantage of the south facing views from the site, but also to protect the views and amenities of existing surrounding residential properties. For this reason, the height of the proposed dwellings is limited to 2 storeys. The proposal includes a mix of 2, 3, 4 and 5-bed detached and semi-detached dwellings as well as two terraces of three units.

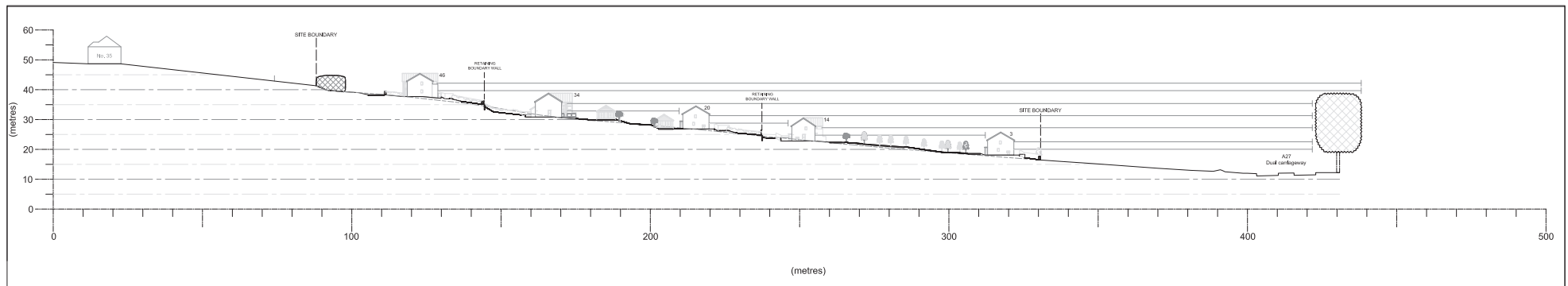


Fig 8: Site section

Chapter 6 - Design and Access Considerations

Appearance

The following photographs, together with others in the preceding sections, show the style and design of existing surrounding development for contextual purposes

Each house proposed utilises the same kit of parts: a pitched roof with a ridge parallel to the front facade; a simple brick-clad form, with double-height bays on the larger units; vertical emphasis fenestration in most cases, and; feature timber cladding to bays or between windows (see example elevations below).

The mass of the larger units is broken down with full height bays while the smaller houses stand on a simple rectangular footprint. The larger units are mainly located towards the top of the site, facing either north on to the main spine road or south on to the highest of the focal communal green spaces. Those houses at the top of the site all have rear gardens' facing south and the rear of each house is proposed to incorporate bi-fold doors opening on to external terraces on both ground and first floors. The ground floor deck extends full width, creating a spacious outdoor entertaining space facing the view. The houses on the next tier face south and are designed with similar features on their front facades in order to respond to the southerly aspect and views.



Photographs showing examples of existing surrounding development

Chapter 6 - Design and Access Considerations

Architecturally the proposed buildings employ a cohesive palette of materials including facing brickwork, timber cladding and tiled roofs. The final materials employed will be subject to further discussion and discharged conditions. However the overall approach to materials is to utilise a blend of earth tones, alongside the landscape planting, to allow the scheme to sit harmoniously in the wider landscape

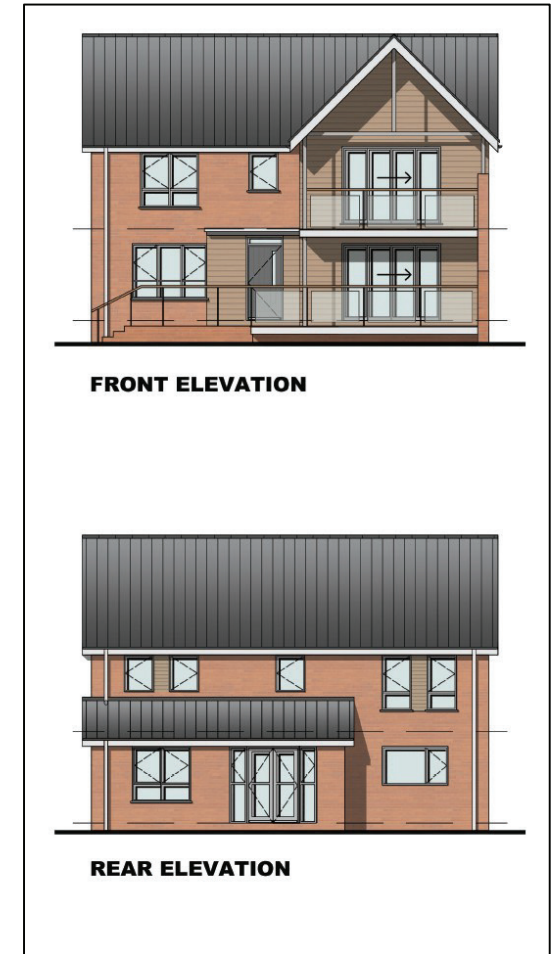
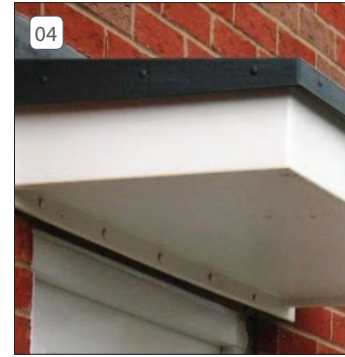
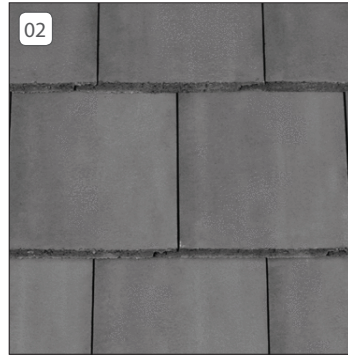
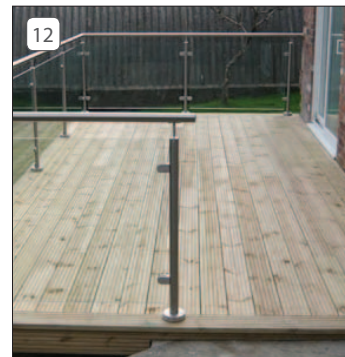
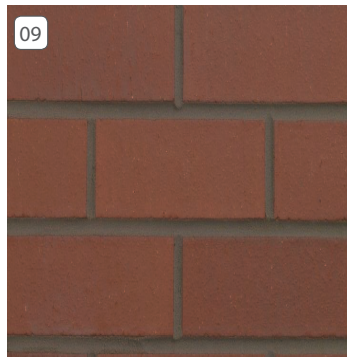
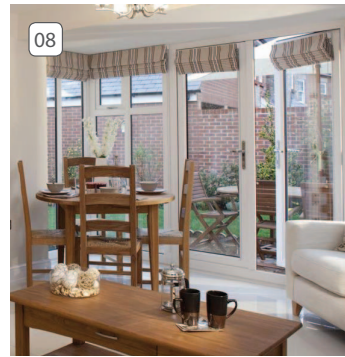
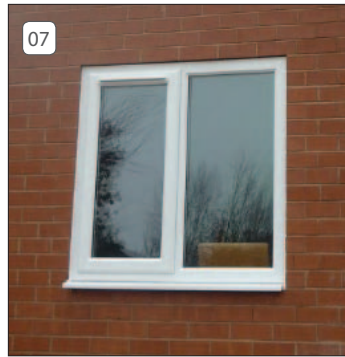


Fig 9 Example of proposed house types

Chapter 6 - Design and Access Considerations



PROPOSED MATERIALS PORTSDOWN HILL, HAVANT



- 01 Typical House
- 02 Slate Grey Stonewold Tiles
- 03 Pale Grey Fascia/Soffit/RW Goods
- 04 Lead covered Porches
- 05 Timber Front Doors
- 06 Pale Grey Aluminium Bifold Doors
- 07 Pale Grey UPVC Windows
- 08 Projecting Family Room
- 09 Red Brick Walls
- 10 Timber Clad Walls
- 11 Exposed Steel Frame/ Timber handrail
- 12 Timber Veranda

Fig. 10: Proposed materials palette

Chapter 6 - Design and Access Considerations



Fig 11: Perspective View

Chapter 6 - Design and Access Considerations

Landscape and Trees

The principal aim is to create the feel of parkland within which houses are carefully positioned. The slope of the site ensures that this character will be informed by the ability to look beyond the confines of the site to adjoining neighbourhoods, and especially to Langstone Harbour, Spinnaker Tower and the City of Portsmouth.

The parkland quality of the proposal will be conveyed in a number of ways across the site, from the southern entrance, along the spine road, and through each of the focal communal spaces. The scheme will be managed privately, rather than adopted as part of the Borough's public realm, which should ensure a better quality of external environment as well as maintenance regimes tailored to suit. This should also ensure that the design ethos is expressed clearly and without compromise, to the benefit of the quality of the environment finally created.

The landscape strategy incorporates the objectives of the ecological mitigation strategy. A green collar of long grass habitat is the key feature of the western, northern and eastern perimeters. Trees will be planted within these areas but the key aim is to provide an inter-connected zone of long grass attractive to reptiles, and to protect these areas from significant human interaction as far as possible. This will be achieved through a combination of estate railings to the focal spaces and post-and-rail fences to the boundaries. Planting on the boundaries, as well as within the site itself,

will minimize the visual impact to the surrounding landscape and help anchor the development within the existing landscape. Tree species and plants would be selected to harmonise with those around the site.

The proposed open spaces will illustrate a transition between natural and manicured, between informal and more formal. On the external fringes of the site the soft landscape will comprise long grassland, native trees and areas requiring limited management. This treatment will progressively diminish within the communal focal green spaces, first to become wildflower meadow, before a mown lawn and feature planting close to the houses and central spine road.

The parkland aesthetic will be conveyed by light railings and gates complemented by a simple pallet of surface materials, designed to minimize the impact of roads on green spaces and accentuate pedestrian movement over vehicles.

Hard surfaces within the scheme will include tarmac and paviors to the majority of the spine road. At the top of the spine road permeable paviors will form part of the SUDs strategy as they will on the lower branch access drives. Given the steep slope, SUDs on the site will also incorporate below ground crates designed to hold runoff prior to percolation.

Private rear gardens are mostly steeply sloping, rising or falling away from the rear of the house. Gardens will terrace through a series of levels between houses, grading between areas employing some hard surfaces, adjacent to the house, to entirely soft areas at the end of each garden.



Precedent photograph

Chapter 6 - Design and Access Considerations



Fig 12: Soft landscape plan

Landscape Visual Impact Assessment

A detailed LVIA has been prepared by ACD Landscape. This was undertaken in accordance with best practice guidelines and includes a desk study, site visits and computer generated Zones of Theoretical Visibility (ZTV). The site and its surrounding landscape were assessed and six viewpoints selected to represent receptors affected by the scheme. Due to a combination of topography, vegetation cover and transport corridors, the site has a relatively small visual envelope. After mitigation, the assessment is not classified as 'significant' under the EIA regulations.

With the implementation of the mitigation strategy, the overall impact on the landscape is considered as a minor overall effect on the surrounding landscape character and visual impact. The development is not out of character within the receiving landscape.



Fig 13: Portsdown Hill Perspective

Chapter 6 - Design and Access Considerations

Secure By Design

All aspects of the proposal have been designed with the security of future residents and visitors in mind.

The design aims to promote neighbourliness and enable social interaction through the use of shared routes and spaces overlooked by windows, and on to which all front doors open. A well-lit footpath would connect the development to the wider area, whilst rear gardens are protected either behind buildings or attractive fences or walls. There are clear sightlines within the public realm and front doors are generally flush with facades to minimise assaults. Car parking is individually provided or in small groups, and does not provide space for anti-social behaviour.

Further design at the detailed stage would deal with issues such as the specific height of front garden planting, and external door and gate locks.

Heritage Statement

In order to comply with the site specific requirements of Policy HBI in the Allocations Plan, a Heritage statement is required to show due regard to the setting of the listed buildings lying close to the site.

Built heritage assets nearby to the site include Fort Purbrook (Grade II* listed) to the west, Sunspan (Grade II) and The Towers (grade II), all of them accessed from Portsdown Hill Road, north of the site. The property boundary to Sunspan, a modernist house built to designs by Wells Coates and David Pleydell-Bouverie in 1936 (see photographs below), extends to the north-western corner of the application site. The large garden to this property concludes, at its southern edge, in substantial mature shrubs and trees, as does its neighbours. This planting should ensure that little or no visual impact is felt to this property, or indeed to its neighbours on Portsdown Hill Road.

At the DCF the former use of the site for ordnance purposes was raised. This has been investigated as part of the Archaeological Report where it is explained that the former Naval Camp was actually located where Auriol Drive and Fortunes Way now lie, and the application site has always been in agricultural use.



Sunspan and gate detail

Chapter 6 - Design and Access Considerations

Access

A full Transport Assessment for this proposal has been prepared by Richard Parker Consultancy and accompanies this application and is summarised below. A Travel Plan is also submitted.

Site Access

There will be a single access into the site from the end of the west-facing stub for the cul-de-sac section of Bedhampton Hill Road. This will replace the existing agricultural access.

The traffic will dissipate in two directions with the majority going to the Rusty Cutter Roundabout. The proposals will generate approximately 30 vehicle movements in the morning peak and 33 vehicle movements in the evening peak, with only 20 of these vehicle movements will travel through the Rusty Cutter interchange. Capacity analysis of the critical parts of the adjoining highway network identify that the additional traffic from the development will have little effect on the operation of the network.

The Highway Engineer has consulted with the Highways Agency regarding the proposals and they consider that provided that there were no more than about 30 vehicle movements in either peak period that there is adequate capacity at the right turn off Havant Road into Bedhampton Hill Road and there was no queuing back to the Rusty Cutter Roundabout then they would not object. The survey analysis confirms that these conditions are met.

Minor improvements would be made to the existing kerbing on Bedhampton Hill Road to facilitate turning. Other off-site works may include a TRO to restrict parking adjoining the site, in order to ensure free flow of traffic, and this is currently being investigated.

The Transport Assessment prepared by the Richard Parker Consultancy addresses this in more detail. There are 2 high frequency bus services (Stagecoach 21 and 23) that pass across the front of the site, providing 8 buses per hour in either direction between Havant, Cosham and Portsmouth.

The site is in a sustainable suburban location with good public transport (bus) links to a wider range of services. There are schools, shops, and employment opportunities within acceptable walking and cycling distances.

The Assessment concludes that, in accordance with the NPPF which states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of the scheme are severe, because the transport impacts of this scheme are limited – only 47 dwellings – it should not be refused on transport grounds. Furthermore the site is identified in the emerging Havant Local Plan (Allocations) and has been the subject of frequent discussions with the LPA, highway authority and Highways Agency prior to this proposed allocation.

A Draft Travel Plan is also submitted with the application. The key elements are to increase travel awareness; encourage the use of non-car modes of travel; to maximise the safety of people travelling within and from the site and to reduce the number of single occupancy car journeys at all times of the day.

Chapter 7

Other Planning Considerations



Chapter 7 - Other Planning Considerations

FRA

An FRA is required due to the site area. An FRA, prepared by Cole Easdon Consultants and accompanies this application. The EA Flood Zone map confirms that the site lies within Flood Zone 1 where redevelopment for residential purposes is appropriate.

Flood risk from fluvial sources, overland flow, sewers and groundwater has been considered and no significant risks have been identified.

Drainage

A detailed Drainage Feasibility Strategy prepared by Cole Easdon Consultants accompanies this application. A drainage strategy plan is contained within Appendix 6 of the FRA.

Surface Water Drainage

Surface water discharge from the site is the primary flood risk associated with the proposals but this risk will be managed by introduction of infiltration based Sustainable Urban Drainage Systems (SUDS) including permeable paving, cellular infiltration systems and soakaways. The use of SUDS will ensure that runoff from the 1%+cc event is retained on site in accordance with NPPF requirements. The proposed infiltration based SUDS will allow disposal of post development runoff on site, at source, with no impact upon the existing drainage system and hence no impact on flood risk to the locality.

The chalk aquifer beneath the area is a 'Principal' Aquifer. Any infiltration SUDS considered for the runoff from highway areas will provide suitable water quality management.

Portsmouth Water has confirmed that due to the location of the site and the proposed SUDS measures, the impact of the proposals upon water quality will be negligible.

Foul Water Drainage

Foul flows from the development will be discharged to the existing public foul sewer in verge of Havant Road /Bedhampton Hill, to the south of the site. Off-site reinforcements identified by Southern Water will be undertaken with a contribution from the developer.

The report concludes that the proposals adhere to conditions advised in the NPPF can be accommodated without increasing flood risk within the locality.

Chapter 7 - Other Planning Considerations

Ecology

A full Ecological Assessment has been undertaken by WYG Planning & Environment and accompanies this application. It comprises an Extended Phase I Habitat Survey, a Bat Activity Report, a Dwarf Spurge Report, a Reptile Report and an Interim Wintering Bird Report.

An Extended Phase I Habitat Survey was carried out at the site in August 2013. The survey identified the potential for a range of protected species within the arable land, grassland, scattered scrub and hedgerows within the site boundary.

The site is located within the boundary of 'Fields off Havant Road' Site of Importance for Nature Conservation (SINC). The SINC is designated as an area of feeding habitat for darkbellied Brent geese during the winter months. This SINC is also designated for dwarf spurge. Recent records show this site has not been used by dark-bellied Brent geese, however, further winter bird surveys will be undertaken this month to determine whether they still utilise this habitat.

Dwarf spurge will be managed as set out in the accompanying report. This proposes that the species is sown and translocated to the boundaries of the arable field to the west which are to be retained and where the current arable farming regime will continue and allow the species to be retained.

Reptile surveys have been completed which indicate

that there is an active breeding population of Slow worm. The majority of suitable habitat has been incorporated into the Masterplan. The mitigation strategy proposed to also includes translocation of the reptiles to the existing grassland boundaries to the north and east of the site.

Bat activity surveys were completed at the site in August and September 2013 where up to 7 bat species were recorded foraging and commuting within the site boundary. The survey identified the hedgerow, grassland and trees within the site as offering 'low' potential to support foraging and commuting bats.

The lighting across the development footprint will be sensitively designed with bats in mind, so that valuable foraging and commuting areas are retained and any potential roost sites are not impacted by ambient light. In order to enhance the habitat for bats, bat-friendly, plant species will be incorporated into the landscape design to encourage foraging and commuting bats. In addition, artificial bat roosts will be installed on trees around the site in order to provide additional roosting opportunities.

The loss of paddocks, mixed scrub and fragmented hedgerows will be mitigated by the creation of a habitat mosaic of hedge rows, trees and interconnected grassland to provide foraging, roosting and nesting areas. Open space will be incorporated with the proposed development to relieve recreational pressure on surrounding

designated sites. Through consultation with Natural England it has been agreed that to offset the in-combination impacts of the proposed development, a financial contribution will be made to Havant Borough Council as part of the Solent Disturbance and Mitigation Project.

Winter Bird Surveys are under way, with 8 being completed and a further 8 to be completed by the end of March 2014. To date, no Brent Geese have been recorded therefore no mitigation proposals are at present considered necessary.

Chapter 7 - Other Planning Considerations

Archaeology

An archaeological desk-based assessment has been undertaken by L-P Archaeology and the Report accompanies the application.

This report confirms that there are no listed buildings, scheduled ancient monuments or any other known heritage assets on the site. The site lies in a wider region with a rich and diverse archaeological record, with remains from all periods. However the site is in a location that has been peripheral to the main focus of human activity during all periods. Consequently there is a low potential for the discovery of unknown significant heritage assets to be found on the study site.

Para.5.8.11 of this report refers to the former ordnance use of the area. It says that, to the south-west of the site, in the area now occupied by Auriol Drive and Fortunes Way, was a former Royal Navy Camp, built during WW II, known as Belmont Camp II. The site itself was not occupied by this camp.

Noise

A Noise Impact Assessment has been undertaken by 24Acoustics. Ambient noise surveys have been undertaken to determine noise impact from the adjoining roads. This assessment has determined appropriate mitigation measures to provide suitable internal noise levels for the proposed properties in accordance with BS8233.

Acoustic modelling has been used to assess the impact of noise from new access roads. This concludes that whilst noise from the use of site access roads may be audible there will be no net increase in ambient noise level in the rear gardens of the nearest existing residential properties.

Following a point raised at the meeting with Council planners, 24Acoustics have confirmed that there are no known noise-related EU Directives or Regulations that have a direct influence on UK planning.

Ground Investigation

A desk study Ground Investigation was carried out by Wilson Bailey and a letter report is included as Appendix 2 of the submitted FRA.

The historical and current use of the site as open agricultural land and grazing is not considered to present a potentially contaminative history and the walkover survey did not reveal any signs of storage or use of potentially contaminative chemicals and no indications of distressed vegetation were noted.

The historic landfill site located approximately 600 m to the south of the site is not considered to pose a significant risk to this site due to distance and the presence of significant infrastructure features including road and rail cuttings that are likely to mitigate the potential for any potentially mobile soils gasses or contaminants to affect this site.

The ground investigation carried out to date has not indicated the presence of elevated concentrations of a wide range of potential contaminants, and whilst unlikely, it is conceivable that localised pockets of contamination could be present. It is therefore considered that the ground works for the proposed redevelopment at this site should be carried out under a geo-environmental watching brief in order that should any suspicious or contaminated soils be encountered, they can be appropriately investigated by a geo- environmental engineer and appropriately dealt with in consultation with the regulatory authorities

Chapter 7 - Other Planning Considerations

Air Quality

Air Quality has been considered during the pre-application process. The council's environmental health officer was consulted and made the following comments:

'The proximity of the site to the Rusty Cutter roundabout is considered likely to place the southern portion of the site within an area of relatively poor air quality. However, it is not expected to be so poor as to require any specific protection measures to be incorporated within the units. It is recommended that the building line on Bedhampton Hill should be respected to ensure a margin of safety with respect to the future residents to road traffic generated pollutants. Based on the Masterplan, I have no adverse comments to make with respect to air quality'

On the basis of this feedback, no further air quality assessment has been made.

Planning Obligations

Adopted Core Strategy Policy CS21 is the relevant policy in the adopted Core Strategy against which all negotiations for Developer Contributions will be undertaken. It requires financial contributions for appropriate on and off-site contributions to necessary infrastructure. However, the Council's CIL policy has now been adopted and being implemented for current planning applications and decisions. The current charging schedule shows that £80 sq m is required in this area, which will cover transport, health, flood defences, public realm and green infrastructure.

The provision of 30% affordable housing in perpetuity, education (in this part of the Borough) and other matters such as maintenance of open space, SUDS drainage, ecological mitigation and other site specific works are still matters that will be secured through a S106 Agreement if appropriate.

Work on the S106 will start shortly and follow the lines of other agreements by other developers as advised in the pre-application meeting (25.2.14).

Waste Management

This statement briefly addresses waste management in general planning terms although it is not necessary to have a site waste management plan at this stage.

The site is currently open land therefore there is no demolition waste to deal with.

The site layout has been submitted with the application (plan no. 10774-P01.10). The proposed road layout has been designed to allow the turning and manoeuvring of refuse vehicles in accordance with Hampshire County Council standards. Bin storage space is available in the private rear gardens of all the properties, each of which has access to the roadside or collection points, for collection purposes. There is space available for separate bins, provided by the Council, for household and recyclable waste. This is collected on alternate weeks by the Council. This bin storage and collection arrangement is typical of all new residential development in the county.

The site is currently open land therefore there is no demolition waste to deal with.

The site layout has been submitted with the application (plan no. 10774-P01.10). The proposed road layout has been designed to allow the turning and manoeuvring of refuse vehicles in accordance with Hampshire County Council standards. Bin storage space is available in the private rear gardens of all the properties, each of which has access to the roadside or collection points, for collection purposes. There is space available for separate bins, provided by the Council, for household and recyclable waste. This is collected on alternate weeks by the Council. This bin storage and collection arrangement is typical of all new residential development in the county.

Chapter 8

Conclusion



Chapter 8 - Conclusion

This application is for 47 dwelling units, including 30% affordable housing, with associated access, parking and landscaping.

The site has been identified as a housing allocation in the emerging Local Plan (Allocations) Document. The proposals comply with adopted planning policy. The application site is allocated in the Submission Version of the Local Plan (Allocations). This is a material consideration in decisions on planning applications and applications for housing developments defined by this Plan will be considered favourably providing they meet the NPPF requirements.

The proposals have been developed in consultation with HBC through the formal pre-application and DCF process and have also taken on board comments from local residents following various consultations with the local community and individuals. The proposed residential use complies fully with the site specific requirements outlined in the emerging policy and has been carefully considered and designed in relation to the existing site topography and the character of the surrounding area, so as to create an attractive development comprising bespoke design, low density housing, that will contribute positively to the appearance of the area.

